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INTERNATIONAL ECONOMIC RELATIONS

CEMA EXPERIENCE IN ECONOMIC COOPERATION

Moscow VESTNIK MOSKOVSKOGO UNIVERSITETA: EKONOMIKA in Russian No 1, Jan-Feb 79 pp 66-75

[Article by M. N. Os'mova: "Thirty Years of CEMA: Achievements and Problems"]

[Text] The socialist countries making up the Council for Mutual Economic Assistance, which turned 30 in 1979, are confidently moving ahead in the construction of socialism and communism. The workers of the socialist countries, guided by the communist and workers parties, have won remarkable victories in all parts of the economic front, particularly in the area of production efficiency, the development of science and culture and the heightening of public welfare. At present, "the socialist countries are playing an increasingly significant role in the world economy as well. The socialist community has become the most dynamic economic force in the world."[1]

The council has tremendous appeal and is undergoing a process of constant quantitative and qualitative growth. More and more new states are joining this world-famous international organization. Just recently, the Socialist Republic of Vietnam became a member. Many non-socialist countries have concluded agreements on economic, scientific and technical cooperation with CEMA: Finland, Mexico and Iraq.

Delegations from the Socialist Federal Republic of Yugoslavia, Democratic People's Republic of Korea, People's Republic of Angola, Lao People's Democratic Republic and socialist Ethiopia have attended CEMA sessions as participants with observer status.

The council maintains contact with more than 60 international economic, scientific and technical organizations. The council secretariat has proposed that an agreement be concluded on the fundamentals of the relationship between CEMA and the European Economic Community.

The entire 30-year path traveled by the CEMA countries has demonstrated to the entire world the unshakability of the fundamental principles of Marxism-Leninism and proletarian internationalism, respect for state sovereignty, independence and national interests, non-intervention in internal affairs, complete equality, mutual advantage and comradely mutual assistance.

The fraternal socialist countries are broadening and deepening their mutual cooperation and socialist economic integration. The system of interrelated measures set forth in the Comprehensive Program is intended to aid in the transition from separate integrative measures to comprehensive long-term forms of cooperation with the aim of more intensive and deeper economic convergence by the CEMA countries.

The successful development of the worldwide socialist economic system is based on the active theoretical and practical activity of communist and workers parties and is facing economic science with the need to accomplish new tasks and to investigate a vast array of problems connected with the formation of the worldwide socialist economy.

This was vividly described by L. I. Brezhnev at a meeting with the heads of the academies of sciences in the socialist countries: "The socialist world is developing rapidly, and the realities in the socialist countries provides abundant food for scientific thought. We know that the principles governing socialist development, which first became apparent in our nation, are being quite conclusively corroborated under the tremendous variety of conditions in which socialist construction is being accomplished in a large group of states. But, I would like to point out that our very concept of the principles governing the construction of socialism and communism is becoming increasingly profound and multifaceted as more experience is accumulated. In addition, we are constantly encountering new phenomena and new processes which necessitate scientific interpretation from the Marxist-Leninist vantage point."

An important position among these problems is occupied by questions connected with the theory and practice of developing the sectorial structure of the national economy, primarily industry, and the development of a national economic complex in line with the socioeconomic needs of individual countries and with a view to their participation in socialist economic integration. Theoreticians and practical workers are focusing their attention on the development of the technological revolution, the technical remodeling of production and the more efficient utilization of capital investment and fixed assets. A great deal of attention is being given to the group of problems connected with the development and reinforcement of socialist integration, the establishment of stronger international economic relations in the areas of science and technology, capital investments and production specialization and cooperation, and the development of joint planning activity. Particular attention is being given, as speakers at the 32d CEMA Session pointed out, to long-range special programs.

The strong creative power of socialism is being physically reflected in the high rates of economic growth in the CEMA countries. The CEMA countries are far ahead of the capitalist countries in terms of their rate of industrial development.

The formation of an optimal national economic complex and the determination of its proper structure constitute an important problem for the CEMA countries during the present stage of their development. The formation of national

economic structures in the socialist countries is distinguished by certain common features. In all of the socialist countries, growth rates in industry are higher than in other branches of the national economy. The CEMA countries achieved notable success during the 1950-1976 period. Production is developing most rapidly in the countries which were previously underdeveloped. For example, whereas the total industrial product of the CEMA countries increased more than 10-fold during these years, the figure was 18-fold in Bulgaria, 19-fold in Romania and 12-fold in Poland; as a result, industry now accounts for a larger share in the production of national income. At present, industry accounts for more than 50 percent of the national income of most of the CEMA countries.

Each country is striving to make the fullest possible use of existing production potential and to simultaneously accelerate the development of the particular branches and subbranches of production which will provide for the most effective use of productive assets, material resources and highly skilled manpower with minimum expenditures of economic resources, traditional raw materials, capital investments and labor.

The socialist countries establishing a material and technical base for the construction of a developed socialist society are striving for the more efficient and comprehensive use of the economic and political premises inherent in the relations of the developed socialist society. For this purpose, these countries are striving to ensure the quicker growth of social labor productivity, the all-round intensification of national production and the fuller satisfaction of the growing material and spiritual demands of the working masses. The resolution of these problems is closely connected with the effective use of the achievements of the technological revolution.

In determining their structural policy, the socialist countries proceed from fundamental factors connected with the technological revolution, primarily the development of the branches on which technological progress will depend. This brings about changes in intersectorial and intrasectorial relations. Machine building, power engineering and the chemical industry are playing a more prominent role. These three branches play as important a role in the industrial production of the majority of CEMA countries as in the most highly developed capitalist countries.

For example, the proportion accounted for by machine building in the gross industrial product rose between 1950 and 1976 from 9 percent to 25 percent in Bulgaria, from 21 to 31 percent in Hungary, from 23 to 34 percent in the GDR, from 8 to 30 percent in Poland, from 13 to 33 percent in Romania and from 21 to 31 percent in the CSSR.[2]

The output of products attesting to the incorporation of technological achievements in production is growing--for example, progressive plastics, synthetic fibers and artificial fertilizers. Certain industries, particularly metallurgy and machine building, are being reorganized for the production and consumption of steel and rolled metal products of the highest quality, and

for the development of automation and electrification. This reflects the dynamic nature of the process by which technical progress is being utilized throughout the entire microstructure of production in accordance with international socialist division of labor and the development of international sectorial specialization and cooperation in production.

The development of the technological revolution, which is having an increasing impact on all facets and processes of production and on the production structure, is perceptibly heightening production efficiency. For example, in nonferrous metallurgy, powerful mining equipment is providing access to the ore of deposits with reserves that are large in quantity but poor in metal content. In copper mining, the open-pit method is more expedient in the extraction of ore with a metal content of 0.5 per cent or less. This has provided access to hundreds of millions of tons of copper ore and has greatly augmented the output of mines: up to 8-10 million tons or more a year. The use of new technology to extract metal from ore has made it possible to utilize huge reserves of ore that was once so difficult to concentrate that it was either not mined at all or piled in slag heaps (the carbonaceous ore of lead and zinc, bauxite with a high silicon oxide content and others).

In working toward the improvement of national economic structure, the CEMA countries are striving to focus their attention on individual areas of certain production branches and subbranches with the most favorable developmental conditions.

An important role in the formation and perfection of industrial structure is being played by long-range programs for technical development in major branches, which are aimed at the use of the latest scientific and technical achievements, at the guaranteed high quality and technical standards of products of the processing industry, particularly machine building, and at the consistent achievement of results in line with the science-technology-production-consumption cycle.

At present the CEMA countries have tremendous scientific and technical potential, exceeding, in terms of quantitative indicators, the potential of any capitalist country or integrated group. Allocations for the expansion of technological potential are constantly being augmented. The majority of the CEMA countries are among the world's leading states in terms of proportional expenditures on science (2.7-5 percent of total national income).

It should be noted that the socialist countries have a developed scientific research base, represented by scientific and technical institutes and project planning and design bureaus. In the last 10 years, the total number of scientific workers in the CEMA countries has doubled and has now reached 1.428 million, or one-third of the total number of scientific workers in the world. Each year, 60,000 new technical inventions are put to practical use in the CEMA countries. This is equal to around one-third of the inventions patented throughout the world.

Each year, more than 6 million efficiency proposals are also implemented in the CEMA countries. The USSR accounts for the largest portion of these. Within the framework of international socialist division of labor, the socialist countries are working together to solve many problems connected with the need to elevate the scientific and technical standards of production. The further economic development of these countries will depend largely on labor and capital requirements and, in particular, energy and material requirements.

The CEMA countries, by implementing Leninist policy in socialist agricultural reform, have been extremely successful in modifying the structure of agriculture, elevating the standards of farming and animal husbandry and achieving their intensification. Particularly large investments were made in the development of agriculture in recent years, as a result of which the capital-labor ratio in agriculture is approaching the ratio in industry.

The number of agricultural workers in the CEMA countries is decreasing as a result of the incorporation of modern technology. For example, between 1951 and 1975 the number of agricultural workers decreased more than 3-fold in Bulgaria, almost 2.5-fold in Hungary, 2.5-fold in the GDR, 1.7-fold in Poland, 2-fold in Romania and 2.0-fold in the CSSR.

The communist and workers parties in the CEMA countries have resolutely declared the need for the further intensification of agriculture and the better provision of the national economy with raw materials and the population with food products.

At present, the industrial structures of the CEMA countries are converging; to a certain degree, this is limiting the prospects for the development of intersectorial cooperation by these countries, but it is creating new opportunities for the development of cooperation on a new level. The tendency toward convergence in the sectorial structures of industry in the CEMA nations, in our opinion, is related to a specific state in the improvement of the industrial structures in these countries, namely the establishment of national economic industrial complexes. It can be said that the majority of the CEMA countries now have an essentially complete industrial branch structure. These countries have entered a new stage in the improvement of industrial branch structure, connected with the formation of a comprehensive branch structure with a high level of specialization, in which the focal changes in intersectorial proportions have moved to the microstructure in major branches of industry, particularly the branches related most closely with the acceleration of technological progress. Under these conditions, the specialties of individual countries are being concentrated more and more not in selected branches, but deeper inside each branch and subbranch, in the production of individual items.

The shifting of the focal intensity of structural changes to the interior of branches, subbranches and the production of individual items, under the conditions of the current comprehensive improvement of economic mechanisms in the CEME countries, envisaging, in particular, the assignment of broader functions and responsibilities to economic organizations, is creating favorable condition

for the development of international economic cooperation on the level of the immediate subjects of production activity (associations, combines and large enterprises).

Consequently, the establishment of national economic complexes, primarily industrial, and the related tendency toward convergence in the industrial branch structures of these countries are now engendering the possibility of specialization on the microlevel, which is an exceedingly important prerequisite for the convergence of the industrial complexes of integrating countries and for the development and reinforcement of the worldwide socialist economy.

Structural changes in the national economy, the reinforcement of the directly social nature of labor, the all-round development of production and the improvement of economic management have led to changes in the social and class structure of society. In the CEMA countries, the working class is constantly growing in size and its cultural level is constantly rising. Increasing numbers of individuals are working in large, highly mechanized and automated enterprises. The intelligentsia is also acquiring larger dimensions and is passing on its knowledge to the working class. In the working class itself, a stratum which could be called the working intelligentsia is coming into being. The working class is becoming the prime mover in the implementation of scientific and technical achievements.

In terms of national income growth rates, the CEMA countries are far ahead of the developed capitalist countries. Whereas in 1950 an indicator as all-encompassing as national income level was approximately one-fifth lower in the CEMA countries than in the countries now making up the Common Market, the national income of the CEMA countries is now more than seven times as great, while the income of the EEC countries has only increase 2.9-fold. During the last 5 years, there was a 36-percent rise in national income in the CEMA countries as a whole, while the rise was only 14 percent in the developed capitalist countries, including a 12-percent rise in the Common Market countries.

The congress documents and resolutions of the fraternal parties in the CEMA countries stress the importance of the further elevation of the material and cultural standard of living. During the next three 5-year periods, food and consumer goods of high quality will be produced in abundance in the USSR and the other nations of the socialist community, and public services will be developed on a broad scale. Each family will have its own modern dwelling with all the conveniences. Socialist economic integration is expected to play an important role in the attainment of these goals. The rapid development of productive forces and the achievements of the contemporary technological revolution are necessitating deeper socialist economic integration and are accelerating this process.

The common political and economic foundations of the socialist states and their common aspirations and goals are objectively giving rise to a need for intergovernmental economic integration as a process of political and economic convergence and the gradual equalization of economic developmental

levels in the socialist countries. Economic integration is becoming an essential condition for the formation of a developed socialist society in each country. The need for the increasingly effective combination of revolutionary scientific and technical achievements with the advantages of socialism and the practical experience accumulated by the CEMA countries in all-round economic cooperation are demonstrating that the greatest economic success can only be achieved by uniting the economic potential and efforts of the fraternal countries. Socialist integration is contributing to the economic growth of all socialist states and is expanding the economic ties of the CEMA countries.

The principal integration measures are being carried out on the basis of joint planning by the CEMA countries. Such processes of importance to integration as specialization and cooperation, the collective development of natural resources, the creation of new production branches and the augmentation of mutual commodity turnover are being accomplished through the coordination of national economic plans. One important area of cooperation in joint planning consists in the comprehensive resolution of problems in the spheres of production, sales, capital investments, scientific research and project designs. One of the characteristic features of socialist economic integration is its comprehensive nature.

The impressive economic potential of the socialist countries, the new level of maturity in production relations and the experience accumulated are establishing conditions and possibilities for the expansion and improvement of forms of joint utilization of the principle of planned social development. The improvement of cooperation in the area of planning is aimed at the development of a set of measures to effectively accomplish, through joint effort, the development of an optimal national economic structure, the rapid incorporation of the latest scientific and technical achievements and the acceleration of economic growth rates in the nations of the socialist community. The coordination of five-year national economic plans is now more closely connected with work on national plans. Planning agencies in the CEMA countries are striving to coordinate basic guidelines for technological progress and technological cooperation, to develop production specialization and cooperation, to coordinate capital investments in specific fields and to coordinate the assortment, quantities and dates in the mutual exchange of commodities and services with a view to the economic possibilities governing this exchange. The national plans of the CEMA countries for 1976-1980 contain special sections pertaining to socialist integration projects.

The coordination of the plans for the 1976-1980 period resulted in the establishment of the necessary conditions for the resolution of such important problems as the provision of the CEMA countries with fuel and raw materials, the development of modern branches of machine building, the chemical industry, light industry and the food industry, and the intensification of agriculture. All of this will make a significant contribution to continued economic growth and the elevation of the material and cultural standard of living in the nations of the socialist community.

The experience accumulated by the socialist countries has demonstrated that many of the economic problems encountered in the compilation of national economic plans take more than 5 years to resolve. This is why one of the major guidelines for the improvement of state planning in the CEMA countries is considered to be the assignment of a more permanent role to long-term planning and its transformation into the main instrument of national economic management. Forecasting is closely connected with the assignment of a more prominent role to long-term planning. The CEMA nations have concluded an agreement on the exchange of experience in the use of forecasting methods, the summarization of personal experience and the experience of other countries and the exchange of information on the results of national forecasts and joint forecasting. Cooperation in this field will make it possible to arrange for joint planning activity during the initial stages of the compilation of national economic plans and to coordinate their common initial premises.

The coordination of plans concerning major branches of the national economy and types of production for the next 10-20 years is another new form of joint planning. This coordination is accomplished with the aid of bilateral and multilateral consultations involving representatives of planning agencies in the nations concerned and it includes mutual commitments.

National economic plans for the 1981-1985 period are already being drawn up in the CEMA countries. Speaking at the 32d CEMA Session, Chairman A. N. Kosygin of the USSR Council of Ministers stressed the fact that "the successful attainment of socioeconomic objectives in the coming 5 years will require us to make fuller use of the opportunities afforded for cooperation by long-range special programs and coordinate the measures in these programs more closely with national plans and bilaterally compiled programs for production specialization and cooperation."[3]

Long-range special programs are also connected with a number of new forms of cooperation by the CEMA countries in planning activity. They are aimed at focusing the attention of the socialist community on the need to solve huge key problems with a view to promoting the development of the national economic complex in each socialist country and forming the elements of a future single worldwide socialist economy.

A statement issued by the heads of delegations from the CEMA countries in connection with the approval of long-range special programs for cooperation at the 32d CEMA Session stresses the fact that "the compilation and implementation of these programs will represent a new step in the development of multilateral cooperation by CEMA countries. They will provide new opportunities for the even more efficient use of the advantages of socialism for the good of the people in the CEMA countries."[4] The successful development of socialist integration will depend largely on the proper coordination of plans in line with long-range special programs for cooperation.

The long-range special programs represent the clarification and amplification of the Comprehensive Program of Socialist Integration, they will raise cooperation to a higher level, strengthen its planning basis and create

favorable conditions for more effective national production, a more capacious socialist market and the stable growth of mutual deliveries of various items, primarily machinery and equipment. The low-range special program represents a set of measures with the necessary economic and technical documents at its basis.

Draft special programs for cooperation in the fuel, energy, raw material, food and machine-building spheres, covering the period up to 1990, were adopted at the 32d CEMA Session. These programs now contain the general outlines of solutions to problems, and the task now consists in determining material and financial requirements for their implementation, as well as determining the degree to which each particular country will participate in specific measures. Most of the contents of these programs are expected to be included in the national plans for the 1981-1985 period and the coordinated plan for multilateral integration projects for the CEMA countries. During the next 2-3 years agreements will be drawn up to organize the implementation of these special programs in accordance with the decisions of the last CEMA session.

It is obvious that the long-range special programs will have an impact on the structural policies of the participating countries, as they will heighten their level of economic integration. The compilation and implementation of these programs will represent the even closer coordination of common international interests with national interests and the specific conditions of each country.

The planned nature of socialist integration presupposes the use of commodity and monetary controls as a means of stimulating integration processes. This will involve the planned use of commodity and monetary instruments (prices, credit and others) to heighten the impact of integration measures, record the expenditures of individual countries on production and give them material incentives to reduce expenditures and increase production efficiency.

The CEMA countries are making a collective effort to improve the commodity and monetary mechanism of integration, taking concrete measures to develop systems of clearing transactions between countries on a multilateral basis by developin a more flexible mechanism of multilateral trade and equalizing the CEMA countri balance of payments.

The socialist countries are now making a collective effort to satisfy the constantly growing demand for fuel, energy and raw materials. The CEMA nations involved in this project are focusing their attention on the construction of large enterprises which will provide participants in the construction with large quantities of natural gas, cellulose, asbestos, ferruginous raw materials ferroalloys, copper and molybdenum concentrate, nickel, cobalt and other products.

Joint capital investments in the production of raw materials and the reduction of the material-intensiveness of production are acquiring increasing significance. For example, in Poland the material-intensiveness of the final industrial product is supposed to decrease by approximately 9 percent by 1980.[5]

There has been a clear tendency toward increased credit and financial participation in the development of a raw material base on Soviet territory, and joint capital investments needed for the satisfaction of the CEMA countries' demands for raw materials and other materials (natural gas, petroleum, iron ore, cellulose, nickel and others). As Polish economist P. Bozyk correctly points out, "in view of the fact that industrial development in the CEMA countries has relied from the very beginning on supplies of Soviet raw materials, it is only with the aid of joint capital investments that the USSR's ability to supply the fraternal countries with raw materials can be increased. Moreover, joint capital investments should become a contributing factor in the establishment of new Soviet enterprises."[6]

The CEMA countries have assigned foreign economic ties an even more important role in the resolution of national economic problems in the 1976-1980 period and have planned extensive participation by each country in international division of labor. Mutual commodity turnover in these years will exceed total turnover for the preceding 5 years by more than half. This is much higher than the planned growth rate of national income and industrial production in the CEMA countries, which attests to even deeper international socialist division of labor.

The development of socialist integration is also affected, however, by the negative processes taking place in the worldwide capitalist economy. For example, difficulties arising from the energy, raw material and currency crises, which are lowering economic growth rates and intensifying disparities, the mounting instability of the economy and the high rate of inflation are creating difficulties in the expansion of exports from the CEMA countries to the world capitalist market.

The ideologists of capitalism are making every attempt to denigrate the economic cooperation of the socialist countries. In view of the fact that the development of socialist integration is directly connected with the activities of CEMA, this organization is becoming the target of fierce propaganda attacks. But reality itself and the operational experience accumulated by CEMA have completely refuted the fabrications of capitalism's apologists. The convergence of the socialist countries and their unification in a single community are consistent with the fundamental desires of the people in these countries. The objective interests of the socialist states in the success of economic development, and not only of their own development but also that of other members of the socialist community, represents a reliable basis for the development and perfection of their all-round cooperation and the consolidation of the socialist world as a whole.

FOOTNOTES

1. Brezhnev, L. I., "Report of the CPSU Central Committee and Current Party Objectives in the Area of Domestic and Foreign Policy," "Materialy XXV s"yezda KPSS" [Materials of the 25th CPSU Congress], Moscow, 1976, pp 8-9.

2. "Ekonomika sotsialisticheskikh stran v tsifrakh 1975 g. Statisticheskiy yezhegodnik stran-chlenov SEV" [Economic Statistics of the Socialist Countries, 1975. Statistical Almanac of the CEMA Countries], Moscow, 1977, p 26.

3. PRAVDA, 28 June 1978.

4. Ibid., 30 June 1978.

5. TRYBUNA LUDU, 14 February 1977.

6. Bozyk, P., "Wspo'lpraca gospodarcra krajow-czlonkowskich RWPG," Warsaw, 1976, p 250.

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CONSUMER GOODS AND DOMESTIC TRADE

CONSUMER GOODS PRODUCTION AT THE HEAVY INDUSTRY ENTERPRISES EMPHASIZED

Moscow EKONOMICHESKAYA GAZETA in Russian No 24, Jun 79 pp 1-2

[Review article: "The Fourth Year of the Five-Year Plan--Industry and National Consumption"]

[Text] Enhancement of the workers' welfare is inseparably linked with a fuller satisfaction of the population demand for various goods. This point was emphasized at the 25th CPSU Congress and it was reflected in a number of important party and government decrees adopted in the period of the 10th Five-Year Plan.

In his speech at the November (1978) plenum of the party Comrade L. I. Brezhnev said that "one of the key national economic tasks is still that of increasing production; expanding the product assortment, and stepping up the quality of the consumer goods." Along with the light and food industry sectors, which produce the bulk of the consumer goods, a significant contribution to the accomplishment of this task is being made by the heavy industry enterprises, which are now producing the bulk of the cultural and personal products and household articles.

In fulfilling the CC CPSU and Council of Ministers USSR decree on "Development in the 1976-1980 period of production of mass consumer goods and measures for stepping up their quality," the machine-building ministries and the ministries of the metallurgical, chemical, woodworking and other sectors of heavy industry have done a good deal to increase the production capacities by building new enterprises and shops and remodeling the existing ones and they have done a great deal to find additional reserves and potentialities for increasing the production of goods.

All this has promoted the continued growth of production of cultural, personal and household goods. In the three years of the 10th Five-Year Plan the production of these goods showed a 24 percent increase and last year amounted to 24.1 million rubles. The most rapid rates of growth of production of cultural goods and other amenities are those achieved at the enterprises of the following USSR ministries: Minelektronprom [Ministry of

Electronic Industry], Minstankoprom [Ministry of Machine Tool Industry], Minradioprom [Ministry of Radio Industry], Minelektrontekhprom [Ministry of Electrical Engineering Industry], and Minpromsvyazi [Ministry of Communications Industry], Minaviaprom [Ministry of Aviation Industry], Minlegpishchemash [Ministry of Machine Building for Light and Food Industry], and Minstroymaterialov [Ministry of Construction Materials Industry]. At the enterprises of these and other ministries production of color television sets, for example, increased 2.4-fold, watches 1.5-fold, cameras 27 percent, furniture 19 percent, washing machines 12 percent and bicycles 9 percent. There has been an appreciable increase in production of refrigerators, motorcycles and motor scooters, photographic and cinema film, photographic paper, razor blades and a number of other products.

Many enterprises have achieved considerable successes in the current year. In the five months the trade network has received a substantial number of new items, products of improved quality, and goods with Olympic emblems.

The rates achieved in the growth of production of cultural, personal and household goods and the above-plan production of these goods have enabled us to improve fulfillment of the orders of the trade organizations for many of these goods. We are getting a constant increase in the extent to which the population is provided with the most important items of everyday equipment (See the table which follows).

Extent of Population Supply of Prolonged-Use Cultural and Personal Article per 100 Families
(End of the year; in units)

	1970	1975	1978
Watches of all types	411	455	499
Radios and radio phonographs	72	79	84
Television sets	51	54	83
Refrigerators	32	61	78
Washing machines	52	65	70

Growth of Production of Cultural, Personal and Household Goods at the Enterprises of Heavy Industry (in percents).

1970--100
1975--160
1978--200
1980 (plan)--250

The collectives of the associations and enterprises have done considerable work to improve the quality of the consumer goods. More than one-half of the cultural, personal and household goods produced at the enterprises of the Ministry of General Machine Building, for example, now carry the Badge of Quality, as do 40 percent of the goods produced at the enterprises of

Minpromsvyazi, 28 percent of the goods of the enterprises of the Ministry of the Defense Industry, 24 percent of the goods at the enterprises of Minelektrotekhprom, 23 percent of the goods at the enterprises of Minavtoprom [Ministry of Motor Vehicle Industry], and 13 percent of the goods at the enterprises of Minlegpishchemash and Minkhimprom [Ministry of Chemical Industry].

The sector ministries are focusing a great deal of attention on the problems of standardization. They have worked out and put into effect 34 programs for comprehensive standardization of the most important types of consumer goods: motorcycles, motor scooters, bicycles, refrigerators, washing machines, furniture and other goods. On the basis of these programs approval was given early this year for 292 state and CEMA standards and 347 industry standards and technical specifications.

In the third year of the 10th Five-Year Plan above-plan production of cultural and personal items amounted to 220 million rubles. Production over and above the plan last year included 240,000 television sets, 66,000 tape recorders, 51,000 radios and radio phonographs, 13,000 washing machines, 6,000 bicycles and motorized bikes, and many other goods.

In the fourth year of the 10th Five-Year Plan production of cultural, personal and household goods showed a 7.8 percent increase as compared to last year.

At the heavy industry enterprises ever more rapid rates are being achieved for production of those goods which are enjoying increased population demand: electronic clocks, magneto-adaptors, microcalculators, high-grade magnetophones and electrophones, folding bicycles, children's furniture, improved quality household chemical goods, and a number of other products.

One of the most important subjects of concern to the production people is renewal and improvement of the assortment of cultural and personal goods. Thus, the enterprises of Minlegpishchemash manufactured the first consignments of refrigerators with large--300 liter--capacity and freezers for freezing products to a temperature of minus 25 degrees, machines for simultaneous drying of up to 4 kilograms of laundry, and automatic washing machines and dishwashers. Production is being started on a new model of television set with a screen up to 67 centimeters diagonal made with semiconductor components employing integrated circuits, high-quality stereophonic record players equipped for not only mono- and stereo- but also quadraphonic sound with automatic sound pickup control.

The specialists at the Berdsk radio plant, for example, developed a grade 3 stereophonic transistor magneto-adaptor with automatic frequency tuning and separate tone control. The Yoshkar Olinsk electrical plant Elektroavtomatika developed an electric razor which operates from an AC circuit and from built-in batteries.

The Kiev instrument building specialists are producing an expansion kitchen air cleaner with dimensions that can be changed according to the number of rings included. The Saransk mechanical plant has put into production a new children's bicycle of improved design.

The developing network of company stores is contributing to further improvement of the cultural and personal product assortment, to advertising of new products, and to study and generation of population demand for goods. A great deal of work along these lines is being done by the ministries of the motor vehicle, electronic, furniture, radio, and communications facilities industries.

At the same time, as was noted in the party and government decrees, the potentialities for the growth of consumer goods production in the heavy industry enterprises are not being fully exploited.

Capacities, Plan and Quality

Along with the introduction of new production projects, one of the most important reserves for increasing production of consumer goods at the heavy industry enterprises is remodeling of these enterprises. However, the remodeling of the Kiev and Irbit motorcycle plants, for example, is proceeding at a pace which is far behind the planned time limits. There is a lot of foot-dragging in putting into operation capacities for the production of synthetic detergents at the Pervomaysk and Shebekino chemical plants, the Chimkent production association Fosfor, the Slavyansk chemical industry association Khimprom and the Novodzhambilil phosphorus plant.

Deserving of severe criticism are the enterprises of a number of ministries which are making inadequate use of their capacities for production of goods. This is true of Minlegpishchemash and Minchermet [Ministry of Ferrous Metallurgy] USSR and Minelektronprom.

By no means all of the ministries and departments are fulfilling the state planned assignments for production of goods. Thus, last year Minchermet USSR did not take the required measures for fulfillment of the plan for production of steel enamelware, Minkhimprom and Minneftepron [Ministry of Petrochemical Industry] USSR for production of synthetic detergents, and Minelektrotekhprom for production of galvanic cells and batteries for household electric gadgets.

In the first quarter of the current year there was nonfulfillment of the plan for production of cultural, personal and household goods on the part of the ferrous metallurgy, chemical, and timber woodworking and cellulose-paper ministries. Minpromsvyazi, for example, in this period failed to fulfill the plan for production of radios and radio-phonographs, Minradiopron the plan for tape recorders, Minavtoprom the plan for bicycles, motorcycles and motor scooters, Minlesprom [Ministry of Timber Industry] USSR the plan

for furniture, Minbumprom [Ministry of Paper Industry] the plan for common and school notebooks, and Minlegpishchemash the plan for children's bicycles and toys.

A matter of legitimate concern is the production of poor-quality goods. According to the data of the TsSU [Central Statistical Administration] USSR, last year the manufacturing enterprises received claims on this score for 92,000 refrigerators, 20,000 washing machines, 18,000 electric vacuum cleaners, 25,000 radios and radio-phonographs, 90,000 television sets, and 97,000 tape recorders. A considerable amount of the intricate personal equipment of the population had to be repaired within the service guarantee period. Last year, for example, repairs were made within these periods on 227,000 refrigerators from the enterprises of Minlegpishchemash and more than 1.5 million television sets from the enterprises of Minpromsvyazi, including those for reception of color programs. One of the reasons for this is to be found in the violations committed in the technological processes. When the people's control organs checked the production of tape recorders at the Rostov plant Pribor and the Kiev plant Kommunist they found that more than 20 percent of these processes entailed violations.

Leaving much to be desired also are the development and production of new, improved cultural and personal goods with enhanced consumer qualities, possessing a high technical level, improved design features and greater convenience in use. Included among these, for example, are large-capacity, light-weight refrigerators with a low noise level; automatic washing machines, vacuum cleaner-floor polisher combinations, electric razors with more rapid shaving operation and reduced noise and vibration; television sets of various sizes with remote control; high-grade radios with automatic tuning; and cameras and motion picture equipment with a high degree of automation.

The consumers are also waiting for mechanized garden and vegetable garden equipment, design wallpaper, more modern and decorative furniture and lighting equipment, high-quality detergents, lacquer and paint products in a wide range of colors, and many other articles in increased demand.

The heavy industry enterprises are still failing to give sufficient attention to the development and production of new models of articles for children: baby carriages, bicycles, furniture, games and toys, sports items, school and writing equipment, and articles used for the personal hygiene and care of the child.

With respect to replenishment of the cultural and personal goods, the sector ministries, unfortunately, make inadequate use of the new products exhibited in the All-Union Pavilion of Superior Models of Mintorg [Ministry of Trade] USSR.

It should be noted that a considerable number of the heavy industry enterprises which have a strong technical base and highly skilled personnel are

producing only the simplest cultural and personal articles. Thus, the Lida agricultural machine-building plant makes the ordinary hoes, the Ural Motor Vehicle Plant and Volgograd Petroleum Machinery association make the simplest locks, and the Kamensk-Ural Electromechanical Plant makes small souvenirs. Such enterprises have the capability to manufacture technically complex, prolonged-use items and they are called upon to produce the simplest goods as local industry enterprises.

In Belorussia and Latvia they have done important work to divide the cultural and personal products list among the sectors of heavy industry and local industry on the basis of the complexity of the production. The planning and trade organs should be more actively involved in disseminating this experience in other of the country's regions as well.

The Long Paths of Coordination

Occasioning justifiable criticism from the production people is the fact that some ministries are not taking adequate measures to have the enterprises which produce consumer goods more fully supplied with the requisite materials and component items. Thus, the Minelektrotekhprom [Ministry of Electrical Engineering Industry] is doing a poor job in delivery of electrolytic capacitors, integrated circuits, and semiconductor instruments to the communications facilities industry; also, the electronic industry enterprises in delivery of miniature batteries. Minpromsvyazi is not satisfying the electronic industry enterprises' requirements for dynamic loudspeakers and headphones. Minstankoprom [Ministry of Machine Tool-Building and Tool Industry] is not providing a full supply of grinding and polishing tools to the plants engaged in production of metal utensils. Minkhimprom is not supplying the furniture factories with polyurethane foam in simple polyesters and polyurethane flat varnish and the electrical engineering industry enterprises with polyvinylchloride rigid illuminating film for electric lighting devices.

The government tasked the industrial ministries with responsibility for implementation of a unified technical policy in production of the various types of cultural and personal goods and for coordination of the work of unification and standardization; but the ministries are not fulfilling these obligations in full measure. They are still producing a large quantity of various models of domestic implements which differ little from each other. Refrigerators, for example, are being produced in 40 models at 20 plants of eight ministries, washing machines 29, 24 and seven respectively, and electric vacuum cleaners, 21, 13 and five respectively. Electric irons are manufactured by 20 plants of eight ministries. In production are dozens of models of television sets, radios and radio-phonographs, tape recorders, and other items. And as a consequence, many enterprises produce these items in small batches and on an inferior technical level, resulting in reduced quality, increased labor input, and ultimately increased production cost.

The leading ministries need to do a great deal to simplify the procedure and shorten the times for development of new models of goods, approval of the normative and technical documentation for them, and launching of new products in production. As it is now, this procedure is too cumbersome. To begin production of the Malyutka washing machine, the Uralmashzavod [Ural Heavy Machinery Plant], for example, had to coordinate the documentation with six ministries and 20 scientific-research and other organizations. To produce a simple lamp the Rostov Machine Building Plant had to do likewise in three ministries and eight institutes. The industry standard which delineates the procedure for the development and starting of series production, for example, in everyday radio electronics involves a scheme whereby the technical documentation and the models of the apparatus must go through 17 different organizations, a procedure which takes more than a year. For example, the process of coordinating just one technical assignment for the high-quality radio receiver Leningrad -001 went on for eight months.

The executives of the sectorial ministries and the industrial and production associations and enterprises must eliminate these deficiencies and must direct the efforts of the collectives to fulfillment and overfulfillment of the production plans and improvement of the quality and assortment of the products.

In their work the collectives of the enterprises must make extensive use of the recommendations of the All-Union Scientific and Practical Conference in Leningrad. They must borrow more extensively from the experience of the best right-flank organizations, such as the Second Moscow Clock Plant, the Minsk Refrigerator Plant, the L'vov Motor Plant, and the other enterprises which are making a worthy contribution to implementation of the 25th Party Congress decisions respecting further enhancement of the welfare of the Soviet people.

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MEASURES FOR IMPROVING PERSONAL SERVICES DISCUSSED

Moscow PRAVDA in Russian 5 Jun 79 p 1

[Article by Candidates of Economic Sciences Z. Belova and I. Shatayev: "The Old Parameters--Problems and Opinions"]

[Text] In the relatively brief period of 15 years, thanks to the attention and concern of the Communist Party and the Soviet state, our country established a large mechanized national economic sector--domestic services for the population. Its existence and dynamic development long ago became a fact of life and it was reflected in the decisions of a number of our party's congresses and in the decrees of the CC CPSU and the Council of Ministers USSR.

The sector in question is undergoing intensive development. However, it is still too early to say that it is succeeding with its tasks. Ahead of it lies the task of further increasing the volume of services for the population and, what is most important, decisively stepping up the quality and expertise of the service.

The field of everyday services has the requisite preconditions for fulfillment of the tasks confronting it. At the same time, there are a number of reasons which are impeding effective utilization of the physical production base, exploitation of the existing potentialities of the sector, and a fundamental improvement in the quality of the service. We would like to discuss some of these reasons.

It is time first of all to clearly define the places of domestic services in the complex structure of the country's national economy.

We are in possession of the All-Union classifier "Sectors of the National Economy." It was compiled by the TsSU [Central Statistical Administration] and Gosplan USSR and approved as a USSR GOST. Page 5 gives a list of the sectors. Also listed among them is "Housing and Municipal Services and Personal Services." And the next page classifies the nonproduction sphere. We feel that we cannot go along with this.

It is also unlikely that one can accept as legitimate the practice of lumping together such diverse sectors. The field of personal services is characterized primarily by activity of a production nature. Indeed, four-fifths of the volume of the services furnished by the service enterprises comprise repair of household appliances and television and radio equipment, furniture, motor vehicle transport, manufacture of clothing, knitted goods and shoes, etc. This, incidentally, is also shown by the aforementioned classifier. Listed in it under machine building and metal working are television studios, watch-repair shops, and enterprises which repair refrigerators, vacuum cleaners and washing machines. Under light industry are personal service enterprises for sewn articles, shoes and knitted goods. This section also lists chemical cleaning, laundries and a great deal more. Is it understandable why domestic services have been assigned to the nonproduction sphere?

To the uninitiated it may appear that the argument involved in this is academic. Not so. It is particularly practical because it is pertinent in the solution of the fundamental questions of the development of the sector, assignment of personnel, and stepping up the quality of the service.

Today the basic document defining the activity of the enterprises has turned out to be the regulation on "Procedure for compiling a report on population personal services in accordance with Form No 1--"Everyday Life." This form was developed and approved by the TsSU USSR in coordination with Gosplan. USSR. The document played a positive role in the first period of the formation of the sector. However, with the passing of time, many of the provisions of the regulation have become obsolete and have been frequently subjected to justifiable criticism on that score. Amendments and supplements have been incorporated in it but such "patching" has not eliminated the deficiencies because its basic principles have aged. In its failure to take account of the changes which have taken place in the field of service the regulation has become a hindrance to development of the sector.

Though possessed of a satisfactory industrial base and skilled personnel, the everyday service enterprises are sometimes incapable of putting new types and forms of service into operation, of making maximum use of the equipment, and of exploiting local resources for the expansion of production. The reason for the difficulties lies in the fact that the regulation provides for hard-and-fast control on a nationwide scale for problems which experience shows are best resolved at the sites. Thus, not this document but specific circumstances at the sites should determine how goods orders should be drawn up--with or without a receipt and by telephone or by mail. And these circumstances should determine whether the regulation needs to detail the degree of readiness of the semimanufactures for coats, suits and other articles of this type: which seams should be tacked and which stitched.

Or consider this question. The regulation contains an extremely limited list of products which can be manufactured without preliminary orders as individual samples

or small batches; this precludes fuller satisfaction of the population requirements for a number of services. The crux of the matter, we believe, is that in this document fulfillment of individual orders is regarded as the only way to satisfy the demands of the Soviet people. This point of view is clearly one-sided. Let us suppose that instead of waiting a month for the garment to be sewn and fitted, the customer goes to the receiving point and purchases a ready-made garment which suits his tastes. In such a case is not the realm of services failing to fulfill its basic function--satisfying the needs of the population and economizing on its leisure time?

The population will only be grateful to the workers in the field of services if they satisfy its demand for new things. The fact that this is a realistic approach is indicated by the experience of the service enterprises of a number of socialist countries, where a substantial proportion of the clothing is produced in small batches.

Finally, the manufacture of products in batches overcomes the seasonal fluctuations in the influx of orders, helping to provide a fuller operational load for the equipment and furthering the wider application of a progressive flow-line method of production. Of course, it is also necessary to see to it that no obstacles stand in the way of receipt and on-schedule fulfillment of individual orders and it is necessary to insure production of truly high-quality and stylish products. The republic ministries concerned with domestic service for the population and the local soviets of people's deputies which bear responsibility for the activity of the service enterprises are all confident that they can perform this task successfully.

There is another list in the regulation. It tabulates a number of services and the enterprises for which they can be rendered. Those which are not listed here have to set up their own everyday service: equipping the laundry and the chemical cleaning shop for manufacture of special work clothing, tablecloths, blinds, etc. and maintaining various repair shops. Is this wise when there is a rather potent industry sector--the domestic service sector--capable of satisfying the demands of the population and the enterprises? We think it would be useful to leave it to the administrative organs of the sector to join with the local soviets in determining how (primarily through the process of filling the population orders) to also satisfy the requisitions of the organizations.

In the regulation governing the technology of production and the organization of service it is possible to cite a number of provisions which from a practical standpoint do not help to step up the quality and expertise of the population service nor are they relevant to the jurisdiction of the councils of ministers of the Union republics, the local soviets or the administrative organs of the industry sector. All this indicates that the time has come to approach the regulation critically and to reexamine its principles and tasks creatively from the standpoint of the interests of the population

and the state. This document, in our opinion, should retain only the provisions pertaining to accounting. It is time to take all the other subjects out of it and to transfer them as their purpose requires.

At the same time, it would be desirable for the TsSU USSR to apply greater understanding to the needs of everyday service as a major sector of the national economy and to intensify its attention to the task of improving the statistical information on its work. Unfortunately, such information is today failing to convey a full picture of the dynamics of the development of the field of services. And what is more, there sometimes emerges a distorted picture of the situation. According to the statistical information, in 1977 the volume of services supplied to the population of the country amounted to 7.1 billion rubles and in 1978 to 6.93 billion. Actually, of course, there was no decline in volumes; they increased by 7.9 percent. The indicators cited were simply determined by different methods. And indeed as far back as 10 years ago the Council of Ministers USSR ordered the TsSU USSR to prepare correction coefficients (indexes) for recomputing the volumes of sales of services. But these coefficients did not materialize.

The statistical information on service contains a considerable number of "blank spaces." For several years in succession now at various meetings and in the press there has been talk of the need for introducing indicators for the quality and expertise of the service. In some Union republics attempts have been made to set up such criteria. However, this effort did not get the support of the central statistical and planning organs. This is what happened, for example, in the case of the suggestions of the Russian Federation Ministry of Population Domestic Services concerning the inauguration of reports on the quality and expertise of the service. Contemplated for these reports was establishment of time limits for filling orders, an operating schedule for the receiving network, listing of the number and character of the complaints, etc. Nearly 1-1/2 years have passed and the statistical agencies have not been able even to evaluate these suggestions.

The statistics are also lacking in a great many other types of information. They lack data on the balance of production capacities broken down by types of services. We ought to establish yearly reports on the use of withholdings from housing construction for domestic service installations, the implementation of capital investments in the field of services along agricultural lines, investments charged to the industrial enterprises, etc. The deficiencies in the statistical data and its inadequacies are keeping the party committees and the local soviets from carrying out a realistic evaluation and from providing guidance for the development of service at the localities. In short, there is an urgent need for the workers of the statistical organs and those of domestic services to jointly discuss how best to gather and utilize information on the development of the sector.

Let us conclude by referring back to the thoughts expressed in the beginning of the article. Domestic service in the country is developing at

accelerated rates. Last year the population received 4.3 times more serious than in 1965. In the last 14 years the sector's fixed capital increased threefold and now exceeds 3 billion rubles. The service enterprises employ 2.5 million persons. Every day scores of millions of Soviet people come to the studios, workshops and receiving points. The cited here provide a convincing example of the shift from quantity to quality--functioning successfully in the national economy is an industry which embraces the entire country and has become a significant factor in social and economic progress. The volume and scope of the services furnished have increased so much that along with the broad initiative conferred upon the local organs there has evolved an urgent need to organize effective management of the sector for the country as a whole, the implementation of a unified technical and economic policy and a scientific research program, coordination of the production of equipment, introduction of new technologies and forms of service, rational distribution of the physical resources, and operational dissemination of advanced experience. We feel that the solution of these urgent problems will significantly increase the effectiveness and quality of the domestic service as a major sector of the national economy and will be an important contribution to the implementation of the party's wide-ranging social program aimed at a steady rise in the living standard of the Soviet people.

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PEPSI-COLA SALE, PRODUCTION ORGANIZED IN USSR

Moscow TRUD in Russian 16 Jun 79 p 4

[Article V. Yegorov: "Booths for Pepsi Cola"]

[Text] Red, white and dark and light blue--these are the colors for the labels on the Pepsi-Cola drink. And this is precisely how the paint job was done on the Pepsi-Cola sale pavilions which are beginning to be constructed on the Moscow streets and squares and in its culture and recreation parks.

"By the time the sports festival of the USSR nations opens in the capital we should have begun trade operations in 35 pavilions of this type and by the time of the beginning of the 1980 Olympics we will have doubled this number." This is what was told to our correspondent by O. D. Ryzhanov, deputy chief of the administration for trade in food products under the Glavtorg [Main Administration of Trade] of the Mosgorispolkom [Moscow City Ispolkom]. These structures, he said, were constructed with plastic panels made up by the American Pepsi-Cola Company. Each one is equipped with a refrigerator with a storage capacity for 300 .33-liter bottles. It is a fact that the full aroma of this drink is brought out at a temperature of 44 degrees. With the Pepsi-Cola it is suggested that you use a plastic disposable tumbler.

"We plan to sell the drink from 8 am to 8 pm. During this summer season the vendors will be students of the Moscow Institute of the National Economy imeni Plekhanov."

Until recently Pepsi-Cola was produced only in plants in Novossiysk, Leningrad, Yevpatoriya and Tallin. Now specialists from the Pepsi-Cola company are working at the Moscow Beer and Soft Drink Combine in Ochakov to complete the installation and adjustment of an automatic line with a productivity of more than 200,000 bottles per shift.

When he was interviewed by our correspondent Mr. Rolamo, the Pepsi-Cola Company representative in the USSR, added that in 1980 they expect to begin production of Pepsi-Cola not only in such "hot" cities as Gagra, Tashkent, Alma-Ata and Kiev but also in Novosibirsk. The company will supply the extract for the preparation of the drink.

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CONSUMER GOODS AND DOMESTIC TRADE

STATUS OF COMMODITY TURNOVER REVIEWED FOR SIX-MONTH PERIOD

Moscow SOVETSKAYA TORGOVLYA in Russian 16 Jun 79 p 1

[Article by staff economic commentator D. Smoktiy: "At the End of the Half Year--An Economic Review"]

[Text] The TsSU [Central Statistical Administration] USSR reports as follows:

In the April-May 1979 period the commodity turnover of state and cooperative trade amounted to 40.23 billion rubles, including consumer cooperative turnover of 11.1 billion rubles. In addition the consumer cooperative organizations sold 256 million rubles of agricultural products which were purchased in accordance with an agreement and received for a commission.

In the April-May period the second-quarter plan was 65.8 percent fulfilled. In the January-May 1979 period retail commodity turnover in comparable prices showed a 4.2 percent increase in comparison with the January-May period of 1978.

Listed below is the increase by Union republics for the commodity turnover in January-May 1979 as compared to the same period in 1978:

RSFSR	103.6	Lithuanian SSR	106.2
Ukrainian SSR	104.0	Moldavian SSR	106.2
Belorussian SSR	106.2	Latvian SSR	102.0
Uzbek SSR	107.7	Kirgiz SSR	106.1
Kazakh SSR	104.9	Tadzhik SSR	106.5
Georgian SSR	106.6	Armenian SSR	105.5
Azerbarjdzhan SSR	106.5	Turkmen SSR	105.0
Estonia SSR	104.7		

Retail commodity turnover of state and cooperative trade in the first five months of the current year amounted to 99.869 million rubles. In comparison with the corresponding period last year the country's commodity turnover increased by 4.035 million rubles or 4.2 percent in comparable prices. In this period the state plan for commodity turnover was 99.96 percent fulfilled, including 100.3 percent fulfillment for the consumer cooperative organizations.

In the January-May period the workers' collectives of the trade enterprises of the capital overfulfilled the commodity turnover plan by 1 percent, those of Lithuania 2.8 percent; Kirgizia 2 percent, Estonia 1.5 percent, Azerbaydzhan 1.4 percent, Belorussia and Tadzhikistan 1.2 percent, Moldavia 1 percent and Armenia 0.7 percent. They also fulfilled the supplementary assignment. The state and cooperative trade organizations of Leningrad, Uzbekistan, Kazakhstan and Georgia fulfilled the basic plan for commodity turnover. However, these places fell behind in fulfillment of the supplementary assignment. The five-month plan was not fulfilled by the state trade organizations in the Russian Federation and Latvia and by the state and cooperative trade organizations in the Ukraine and in Turkmenia.

The failure of some of the republics, krays, oblasts and cities to fulfill the commodity turnover plan and the supplementary assignment indicates the existence of serious deficiencies in the work of the trade organizations. The ministries of trade and the republic consumers' unions and their local organs have slackened off in their organizational work for full utilization of the allotted commodity resources, for a significant reinforcement of trade with sufficient goods, for maneuvering with commodity resources, and for improvement of the commercial work.

For uninterrupted enrichment of the trade network with goods in the necessary quantity and assortment great potentialities are to be found in the work of the trade organizations and in the possibility of stepping up their impact on industry. But a number of places have failed to take full advantage of these potentialities.

Thus, in fulfillment of the established January-April plan for production of fabric the country's light industry enterprises have fallen 143 million rubles short, for knitted goods 9 million rubles short, and for felt footwear 8 million rubles short.

The industrial enterprises are frequently failing to fulfill the production plans for a number of the products on the assortment list coordinated in accordance with the agreements reached.

The quality of many of the goods produced by industry is still substandard and there are still numerous instances of production and delivery to the trade network of products embodying violations of the state standards, production defects, and deviation from the samples and standards. This is confirmed in the data compiled by the state inspection groups on their checks

of the quality of the goods and trade of the Union republics. In the January-March period these groups made 46,000 inspections in the industrial and trade enterprises. Of the quantity checked they rejected or reduced the grade of 5 percent of the hosiery goods, 8.8 percent of the cotton and wool fabric, 11.4 percent of the knitted articles, 15.4 percent of the sewn products, 14.8 percent of the leather footwear, 19.7 percent of the furniture, and 20.3 percent of the textile goods.

Because of the liberal attitude displayed by some of the trade organizations toward the suppliers of these products and toward the violators of contracts and because of the poor utilization of the economic impact levers, many products are not attracting purchasers and are languishing in trade. This is contributing to the accumulation of above-plan reserves in a number of places.

In the five months of the current year the commodity turnover of the public catering enterprises amounted to 9.325 million rubles, which is 4.3 percent more than the corresponding period last year. The plan was 101.3 percent fulfilled. The food preparation enterprises of all the Union Republics have made provision for fulfillment of the plan.

In comparison with the January-May period last year sale of the enterprises' own production output increased by 4.2 percent and the plan was 101.3 percent fulfilled.

At the end of the half year it is necessary to mobilize all the available strength for fulfillment and overfulfillment of the established assignments and the adopted socialist obligations by every trade enterprise collective.

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MANPOWER: LABOR, EDUCATION, DEMOGRAPHY

PROBLEMS WITH THE INCENTIVE PROGRAM

Moscow TRUD in Russian 8 Jun 79 p 2

[Article by Yu. Konovalov and L. Gorskiy, candidates of technical sciences, specialists of DonNIIchermet (Donets Scientific Research Institute of Ferrous Metallurgy)]

[Text] The national economy of the country can get an enormous additional amount of metal from the same amount of raw material and equipment, without constructing new shops and plants. Such a gain is provided by rolling to minus tolerances. What's that? During the rolling of metal the standards allow certain deviations in width and thickness of a steel article from the established dimensions. If the mills work so that all articles have the smallest allowable dimensions, then an additional few sheets, angle, channels, etc, can be obtained from each ton of steel. Their reliability and strength are guaranteed by the standards, moreover, and completely satisfy the needs of customers.

The advantages are evident. But in spite of the fact that a few decisions have been made to introduce minus rolling, it is not progressing well in becoming established.

Seven years ago the USSR State Committee for Science and Technology ordered our institute to investigate and introduce minus tolerances on the sheet-rolling mills of the country. We have turned special attention to the experience of the Magnitogorsk Metallurgical Combine, where the mass production of sheet steel in a field of minus tolerances was organized for the first time in the country.

Today thanks to the dissemination of the experience of the Ural workers the country obtains about 200,000 tons of sheet additionally per year. The figure is a solid one. But it still is far smaller than the real possibilities of the branch.

Minus rolling cannot be introduced by directive or order. The All-Union State Standard therefore allows deviations from the established dimensions that contemporary equipment cannot assure with ideal precision. Only great skill of the workers permits accomplishing minus rolling. But it is precisely the workers who are proving to be least interested in its introduction.

Here, perhaps, is the most complex question, that of improving planning and providing material incentive. Especially in need of improvement is the system of material incentive to save metal and its issuance from the additional production gained. It is complex and intricate and depends on the fulfillment of the plan with respect to many indicators.

Let us cite a specific example. The ministry sends down to an enterprise a plan to save metal by rolling in a field of minus tolerances. Let us assume that the plan calls for a saving of 500 tons. If the plan is fulfilled at the plant, they obtain a bonus. But if they save 490 tons? That also is a great success, but in that case there is no bonus. Why? There are the 490 tons, a result of skillful work,of the jeweler's mastery of their affairs. The state has received a large gain. So to speak, 490 tons of steel have been obtained from "nothing." Why not give the workers a bonus?

There also is another problem. The fact is that the reserves here are not unlimited. And the ministry, allegedly without knowing that, plans for the next year "from the base," from what has been achieved, an increase of an additional 1-1.5 percent saving of metal by rolling "on the minus." Where is it to come from? In the previous year 490 tons were saved with difficulty, the rolling mill operator thinks, and he received no bonus, and now the plan calls for 540. Is it worth it to try?

We have cited only one example of an imperfect incentive system. However, another paradoxical situation is possible. Let us assume that the team of a sheet rolling mill worked excellently from the first to the 29th of a month. They produced rolled products only "on minuses" and thanks to that were able to fill the orders of all customers ahead of schedule. But on the 30th there was an unforeseen interruption in the rhythm. Either the suppliers failed to deliver or there was an accident. In a word, the last day the mill was idle and the team did not fulfil the plan for hot rolled metal. It is important to emphasize here that the plan for sale of finished produce was fulfilled by the team through minus rolled metal. But the indicator of hot rolled metal is only an intermediate one, and finished product is obtained from that rolled metal. And although, we repeat, the plan was fulfilled, none of the workers received a kopeck of bonus, including for production obtained from saved metal.

I would like to emphasize especially that it is not just the economic aspect of the matter. The consequences of imperfect economic decisions are reflected also in educational work (in words we call on the workers to save metal, but in fact we create all sorts of obstacles), and in the wages of people, their attitudes, and in the final account in the moral climate of the team. "The effectiveness of educational work is greatly reduced where a gap arises between words and deeds, where unity of organizational, economic and ideological work is not assured," it was noted in the resolution of the CPSU Central Committee "on the further improvement of ideological and political educational work." The economic leaders are obliged to see and take into

account all the consequences of decisions made, to boldly acknowledge errors and correct them, and to use the experience of advanced teams. The example of the introduction of minus rolling confirms this once more. By the way, practice prompts various solutions of this economic problem, but the matter for some reason does not move from dead center.

On the "1700" mill of the Karagandinskiy Metallurgical Combine, as an experiment a system of bonuses for the saving of metal has been applied which does not depend on other indicators. A bonus was determined for each ton of saved metal. The shop workers received additional earnings and the state and the plant a profit several times as large as the expenditures.

This result convinces one that the awarding of bonuses for saving metal cannot be linked with such other indicators. Needed is a special-purpose bonus fund for "minus" rolling. And the USSR Ministry of Ferrous Metallurgy ought to distribute it in proportion to the production obtained from saved metal.

On the average, minus tolerances comprise about 2 percent of the weight of metal. They cannot be included in production plans, it is thought. That reserve must always be at the disposal of the team. (Let us recall that "minus" rolling is a voluntary matter). We are just creating interest in the most complete use of that valuable reserve.

The additional production can also be obtained by the combined efforts of several teams. We have mills that produce metal in rolls. It is cut into sheets, packaged and shipped by users at different enterprises. The saving is found where the production goes to the customer. According to the present arrangement the entire bonus goes to the shop in which the sheet is just cut and shipped. And the team that created the additional production does not obtain a kopeck.

Hundreds of thousands of tons of rolled metal arrive for finishing with plus tolerances. The user who orders sheet counts on receiving a certain number of meters of product, but he receives steel sheet by weight. The number of tons corresponds to the order, but due to plus tolerances the sheet area is smaller, it is itself a little thicker. And the customer is required either to reduce his production due to a lack of raw material or to ask for additional metal and over-expend it. It is quite clear that an incentive system is needed that embraces everything connected with the production of metal sheets.

At the same time it is necessary to change the system of planning the production of finished rolled metal. The main indicator of the work of rolling mill operators is the production in tons. This gross amount does not take into consideration the interests of the national economy. And the matter is not just that the plan in tons does not provide incentive for the introduction of minus rolling. There is still another shortcoming of the system:

it is more advantageous for the metal workers to supply the customer with more massive articles, and orders for thin steel sheet and sections of small dimensions are far from completely satisfied.

How does this appear in practice? The enterprises receive two plans, as it were. One is prepared by the USSR Gosplan on the level of production in tons, the second by the Main Administration for Interrepublic Deliveries of Metal Products of the USSR Gossnab and lists specific orders of the national economy for articles of a certain assortment. Very often these plans are not coordinated.

Rolling mill operators are interested above all in orders for articles with very heavy weights and strive to produce articles on plus tolerances.

Everything will change if the metal workers have a plan just for the sum of orders satisfying the needs of the national economy and taking into consideration the area and length of sheets, the thickness of walls and the length of pipes. In that case they will be interested in making all sections with a minimum expenditure of metal and, of course, working only on minus tolerances.

Specialists of the Main Administration for Interrepublic Deliveries of Metal Products of the USSR Gossnab have made an interesting calculation. If this year all orders for rolled sections were completely filled not by weight but by use value, that is as regards the area and length of sheets and the diameter and length of pipes, the annual production of rolled metal at existing capacities could be reduced by 600,000 tons.

2174
CSO: 1823

TRANSPORTATION

CONSERVING ENERGY RESOURCES ON RAILROADS

Moscow GUDOK in Russian 16 Jun 79 p 1

[Text] Railway transport has one of the largest energy capacities of all fields of the national economy. Many billions of kilowatt-hours of electricity and millions of tons of diesel fuel are expended daily just to pull trains. In addition to that, a significant quantity of fuel and electricity is consumed by stationary powerplants and repair facilities. And no small quantity of dom stic fuel is used to satisfy the needs of line workers.

The party and the government are tasking all workers to treat each kilogram of fuel and each kilowatt hour of electricity with utmost thrift.

And there are many examples of such conscientious and zealous attitudes toward energy resources on the railways.

Yevgeniy Sokolov, a man of high consciousness and sense of duty, works as a public machinist-instructor at the Lyangasovo depot on the Gorkiy railway. By a method he developed and put into practice for rational mode selection for driving trains at high speeds, this progressive mechanic saved 115,300 kilowatt-hours of electricity over the past four years. And he is striving constantly to make all his comrades masters of economy as well. The machinist conducted classes at the depot on his innovations, where he shared in detail his methods for driving electric locomotives with those who have not yet attained energy consumption norms. There are many thousands of such masters in the network.

Here is an example of a thrifty attitude toward the use of energy resources among transport construction workers. The Transgidromekhanizatsiya trust is one of the largest users of electricity and diesel fuel in the Ministry of Transport Construction system. Systematic work is underway in this collective aimed toward the maximum possible economy. As a result, in 3 years of the 10th Five-Year Plan the trust's collective reduced its unit expenditure of electricity for each cubic meter of earth by 3.9 percent when tasked with a 3.7 percent reduction. This was a saving of 45.5 million kilowatt-hours of electricity--15 percent better than the average economy attained during the same period by the Ministry of Transport Construction as a whole.

The successful experience of this trust's collective was examined and approved by the presidium of the central committee of the railway transport workers' trade union and recommended for wide dissemination among trusts, construction directorates and industrial enterprises.

These and a multitude of other examples are vivid evidence of the kind of substantial reserves for saving energy that exist in literally all areas of the railway and transport construction organization.

At the same time, unfortunately, we have many facts of still another kind, wherein proper concern has not been shown for the prudent use of energy resources and even overuse is being permitted in a number of subunits. Recently the Ministry of Railways was compelled to issue a special directive calling the attention of line and section chiefs to their unsatisfactory implementation of measures to achieve a more economical expenditure of fuel and electricity. On many railways, primarily on the Oktyabrskiy, Kuybyshev, Moscow, Tselinnyy, Far Eastern, Sverdlovsk, West-Siberian, Alma-Ata, and L'vov, the waste of electrical energy and diesel fuel exceeds established norms.

There are still many locomotive depots in the network where some brigades are practicing conscientious economy in electricity and diesel fuel use while others are burning too much, thereby negating the efforts of their coworkers. Facts such as these are indicative of poor dissemination of innovations and of the low quality of training of machinists and their assistants in rational methods of running locomotives.

Significant losses of energy resources are also being allowed in several transport industrial enterprises. Little concern is shown there for improving power-work ratios; equipment is allowed to idle for long periods and energy is wastefully expended on lighting.

There has been talk for many years about the necessity of creating centralized power supply facilities at major junctions, where the number of small, uneconomical boilers sometimes reaches several dozen. Many proposals have been made and some good decisions have been adopted but the matter is proceeding at an unacceptably slow pace.

Such sources of energy loss in the pulling of trains as unforeseen and unscheduled delays at barrier signals still persist to the present day, frequently on heavy traffic segments. It is nonetheless well known that every such delay requires and additional expenditure of 150 kilowatt-hours of electricity or 50 kilograms of diesel fuel.

One of the important reserves for saving electrical energy lies in the expanded use of recuperative brakes, first on segments using alternating current. Railway workers are waiting for delivery from industry of a sufficient number of alternating current locomotives equipped with recuperative systems.

A considerable effect on saving energy resources will be realized by the modernization of existing locomotive yards. For example, use of the series TEh3 advanced diesel locomotive saves up to 4 percent on diesel fuel. The 2TEh10L saves up to 3 percent. On some railways these figures are 5 to 6 percent.

But both technical and organizational measures together will not yield full efficiency unless a broad socialist competition is initiated among railway workers of all professions on economy and thrift in the use of fuel and electricity. Heading and directing of this competition are the direct responsibility of the managing directors of party, trade union and komsomol organizations. The resolution recently issued by the CPSU Central Committee and the USSR Council of Ministers "On Providing the National Economy and Population with Fuel, Electrical and Heating Energy in the Spring-Winter Period of 1979-80" stipulates that the problem of realizing an austere policy of economy in the use of fuel and energy resources must be constantly supported by a broad base of the most active workers; that suggestions and proposals of laborers, engineering and technical staff, and office workers must be carefully considered; and that sharp response must be made to all instances of negligence in this matter by persons in positions of responsibility. There is no doubt that the railway workers will meet the demands of the party and government with honor, that they will open up and put into force all reserves for conserving fuel and electrical energy.

12184
CSO: 1823

PROBLEMS IN PURCHASE OF RAILROAD TICKETS DISCUSSED

Moscow GUDOK in Russian 15 Jun 79 p 3

[Article: "The Problem Awaits a Solution." For related article see JPRS 73645, 8 June 1979, No 1179 of this series, pp 33-35]

[Text] With regard to the letter under the title "There Are Tickets -- There Aren't Tickets," published on 6 May, the deputy chief of the Oktyabr' Railroad comrade Petrov reported to the editorial office about the work which was being carried out on the mainline to bring order to keeping account of seats and monitoring their use.

"Development of a computer center for automatic control and transfer of orders of the LBK [expansion unknown] of the railroad for trains passing through the Moscow terminal is in the stage of completion. This will significantly reduce the passage time of orders from the terminals of their destination to the ZhBZ [expansion unknown] of the Moscow Railroad and will eliminate errors in coding and request for seats."

The railroad analysis group makes regular checks of the availability of seats in trains and in booking offices.

A total of 151 workers were reprimanded for violation of existing instructions and 10 of them were removed from their posts. At the same time many cases of undercalculation of seats through the fault of other railroads were determined. Despite our presentations, these cases remain uninvestigated (more than 480 letters).

Hour by hour calculation of the needs of the cashboxes and of booking office cashiers for all the leading stations of the Oktyabr' Railroad was carried out on the basis of analyzing the work of the booking offices with regard to fluctuation of passenger traffic. This made it possible to bring order to the process of ticket sales and to reduce the lines at the booking offices.

The reliability of the dispatcher communications operations of the LBK with line stations was checked by committee in all divisions.

An additional 253 booking offices and 90 points for taking ticket reservations will be opened this year at stations and stopping points for the period of mass summer travel. A total of 160 booking offices and more than 150 agents of reservation offices are being prepared.

The workers of the ticket center of Leningrad have worked out a technique for delivering tickets to the home with indication of the time range of delivery for all 17 rayons of the city. They have also worked out additional services not provided by the rules to provide unhindered departures of disabled war veterans.

Problems which require principal decisions of the passenger board of MPS [Ministry of Railways] were touched on at the same time in a communication of the administration of the Oktyabr' Railroad.

"The fact is that 221 stations of our own railroad and practically any station of the railroad system sell tickets by reservation for trains leaving Leningrad, since teletype communications with all ODB [expansion unknown] have been established with the Leningrad TsZhB [expansion unknown]."

"Such extensive dispersion of seats by ticket sales points complicates monitoring their use. That is why along with failure to fulfill reservations, there are frequent cases when there are even available seats on the most traveled trains."

"Last year, for example, 28,000 unused tickets were returned by a number of cities to the Leningrad TsZhB during the most heavily traveled month -- July -- and more than 700 tickets are returned daily (21,000 during the "peak" month!) to the return booking office of TsZhB. Unused tickets are also returned from the prereservation booking offices operating at factories and plants. And a total of more than 60,000 seats was returned 5 days to 1 day prior to train departure in July 1978."

Judging by everything, this occurs on other than the Oktyabr' Railroad alone. Moreover, not only the return, but also confusion in accounting, carelessness of some brigade leaders and the careless work of some conductors are felt. One can imagine what losses are inflicted on the state and what inconveniences passengers undergo for these reasons. Thousands of people are unable to leave on time, whereas thousands of seats on the trains remain unoccupied!

The problem deserves serious and immediate solution.

The chief of the passenger board of MPS comrade V. S. Kolpakov sent the following answer to the newspaper's statement:

"The Main Passenger Administration has reviewed the article of I. Rozinov 'There Are Tickets -- There Aren't Tickets,' printed on 6 May 1979, and feels that the questions raised by the author merit serious attention."

"To further improve the organization of ticket sales, accounting and distribution of seats on passenger trains and to monitor their use and to intensify monitoring and inspectorate work, a special meeting was held at the board with participation of experienced railroad workers, related to passenger service at stations and on trains and also responsible representatives of the main administrations, rail car management, computer equipment and the Finance Administration."

A number of decisions, fulfillment of which will permit an improvement of the use of seats on passenger trains, a decrease of the return of unsold seats from direct reserved seat tickets and return tickets and improvement of the operating efficiency of the inspector-monitors, were made as a result of the exchange of opinions."

6521
CSO: 1823

LOCOMOTIVE MAINTENANCE PRACTICES ANALYZED

Moscow GUDOK in Russian 14 Jun 79 p 1

[Text] Locomotive workers have always been among the leaders of glorious labor in transport. The Krivonosovskiy movement, the competition of the 500 achievers, the luninskiy method of equipment maintenance, the introduction of the grid system in repair production, the large-scale continuous method of sanitizing electric and diesel locomotives, the operation of trains with increased weights and lengths--all these and many other valuable undertakings by rights occupy a place of distinction in the treasure trove of progressive innovations on the railways.

But lately one hears reproaches directed at this very important field of the railway business. Now as never before the problem of traction engines--their technical condition, their operational reliability, and the use made of them--has grown especially acute. The tension under which railway transport is now working can largely be explained by the technical condition of its locomotives, especially its diesels. This condition seriously hampers freightage on a number of mainlines.

The challenge of overcoming the lag that has been allowed to develop falls chiefly to the locomotive workers themselves. After all there is no small number of lines and separate enterprises where, in spite of difficulties, the technically sound operation of electric diesel locomotives is maintained and repair and maintenance are well organized. And these locomotives function faultlessly. Such is the case, for example, on the Belorussian mainland, whose experience has been endorsed by the Ministry of Railways; at the diesel depots at Zhmerinka on the Southwest line and Uzlovaya on the Moscow line; at the electric locomotive depots at Georgiu-Dezh on the Southeast line, Moskovka on the West-Siberian and many others. This means that with efficient organization any kind of difficulty can be overcome.

The means by which to achieve a good showing in maintenance and operation of a locomotive yard were very concretely set out in MPS order no. 30Ts. But, unfortunately, the requirements of this important document are ignored on several lines. This primarily applied to the Far Eastern, Trans-Baykal,

Alma-Ata, Tselinnyy, West Kazakhstan, Central Asian, Kuybyshev, Sverdlovsk, Gorkiy and Privolzhskiy lines. Preventive maintenance procedures are at times grossly violated on these lines, leading to decreased operational reliability, numerous breakdowns enroute and frequent unscheduled repairs.

Such occurrences on the Kuybyshev, Alma-Ata, Gorkiy, Sverdlovsk, Tselinnyy and Privolzhskiy lines are more than 50 percent above that permissable on the network. And such is the case because between 20 and 40 percent of the diesel undergo TO-3 maintenance servicing out of cycle, while their run time between service checks often exceeds the norm by two-three times. How can one speak of reliability in the face of all this!

Just at the Arys' depot on the Alma-Ata line there are six times more diesel locomotive malfunctions than the network average. And the percentage of vehicles out of service here is unacceptably high. Is it permissable to ask the deputy chief of the Alma-Ata line, T. Seksenbayev, and the chief of locomotive services, T. Kadyrov, how long they will condone such a situation?

The electric locomotive yards on the Sverdlovsk line are poorly maintained. And every traffic interruption due to a locomotive breakdown on this mainline echoes throughout the operation of a vital route linking the eastern regions with the center of the country. And the diesel locomotive yards here are evidently in trouble as well. This line operates the new, powerful series 2TEh116 locomotives. They are not rid of all design flaws and, naturally, they require especially careful maintenance. But apparently the deputy chief of the line, T. Kuznetsov, who is in charge of locomotives, is not as demanding as he should be in this regard. On this line there is a tendency to blame only the locomotive producers for every misfortune instead of attempting to perfect these new vehicles as soon as possible by common efforts.

One of the serious reasons for untimely breakdown of locomotives is that they are operated at intended speeds below normal. On the Karaganda-Karabas segment, for instance, train speeds are often two to three times less than the critical allowable speeds at full power. Such a situation can also be observed on some other lines. The line directors are obliged to sternly demand responsibility from their traffic commanders for such occurrences. Expensive equipment must not be treated with such irresponsibility!

The practice of dispatching locomotives onto the lines with their traction engines turned off still persists in spite of a categoric prohibition of this practice by the ministry. In doing so they often plead a shortage of electric locomotives. But, on the other hand, at the Lyangasovo depot on the Gorkiy line they were even able to reduce the susceptability of engines to damage, and at a number of other depots even perform factory

repair of engines. As a temporary solution to the situation, until factories develop sufficient capabilities, this experience can be fittingly applied to other lines where there is a shortage of such equipment.

Unfortunately, on a number of lines the repair base still lags behind operational needs. But, at the same time, even existing resources are not being used to full capacity. New, large facilities for the TR-3 current maintenance procedure in Pavlodar, Karasuk, Tyumen' and Sarept are barely loaded to half of their projected capacity. The depot directors explain this by a personnel shortage due primarily to a shortage of housing. Yet order no. 30Ts provided for residential construction especially for these depots. Evidently the managing directors, party and trade union organizations on site have not been sufficiently persistent in the resolution of this important problem. But improvement of living conditions of the people is an integral part of the plan for social development of each collective.

As concerns ensuring operational reliability in traction equipment, an important role belongs to the locomotive brigades. It is their duty to skillfully drive their locomotives on the traffic routes and to conduct necessary maintenance without fail. Of great importance in this regard is a competition initiated by progressive machinists on a number of lines under the slogan "turn in your locomotive better than you received it!"

A busy time is coming to the railways: passenger volume is growing and shipments of agricultural goods, fuel, ore and metallurgical raw materials for stockpiling before winter are all intensifying. It is the duty of each locomotive worker to do all that is possible and necessary to prevent operational delays and to ensure movement of goods. One must not forget for a moment that transport means movement. Everything for movment -- this is now the slogan of all railway workers. And this slogan absolutely must be realized.

12184
CSO: 1823

PROBLEMS IN UNLOADING RAILROAD CARS IN OMSKAYA OBLAST

Moscow SOVETSKAYA TORGOVLYA in Russian 16 Jun 79 p 2

[Article by N. Litvinenko, director of the oblast trading center of the Rostekstil'torg [Republic Office for Wholesale Trade in Textiles (RSFSR)]: "How Soon Will It Be Till It Travels Quickly?"]

> They are saving 15 to 20 minutes during the unloading of railroad cars at the Omskaya Oblast wholesale bases. But dozens and even hundreds of hours are lost owing to a delay of those same railroad cars en route or on industrial sidings.

[Text] As we know, all types of goods, with the exception of a certain portion of fruits, vegetables and meat, are transported to a given address not by echelons, mechanized units or groups of railroad cars, but, as a rule, by individual railroad cars and containers. The speed of advance of these railroad cars depends on the state of supervision over the observance of the norms for the run, on skillful marshaling of consists, on the transfer of railroad cars along the chain of advance and, finally, on the responsibility of freight services for their work. In practical terms, it is rare that one finds a railroad car or container that is delivered from freight shipper to the consignee while observing the norms for the run as set up by the railroad itself.

Here is a concrete example. Of 13 containers taken at random from those unloaded at the address of the Omsk base of the Republic Office for Wholesale Trade in Textiles (RSFSR), only five were delivered in time. Eight were delayed. According to the norms, the run for these 13 containers from the various stations was supposed to take 4,528 hours, while, in actuality, they were on the road 9,072 hours.

Is it really possible to compare these 4,544 above-norm container hours with the one hour that we saved during unloading?

But we are indeed trying to save. Not only hours, but even seconds. For the past three years, the Omsk wholesale bases of the RSFSR Ministry of Trade,

which make up a unified warehousing complex with a shared container point and their own industrial sidings, have not allowed a single above-norm layover of railroad cars. Sometimes the saving of time during unloading reaches 15 to 20 minutes for one railroad car. No more than 12 minutes are expended on the acceptance of four three-ton containers. If you consider that the average annual railroad car turn-around time reaches 2,000 units, while that of containers reaches 30,000 units, then it will be understood what immense significance a saving of each minute has in heightening the efficiency of utilization of rolling stock.

During the unloading of railroad cars we have three shifts of loaders and four forklift trucks working round-the-clock, and there is a full set of means of small-scale mechanization. Explanatory work on the importance of speeding up the turn-around time of transport is systematically conducted among the employees of the expedition. A system of economic incentives for the unloading of railroad cars without layovers has been introduced. Here's the result: during the course of 1977-1978, all six wholesale bases did not have to pay a single fine for above-norm layovers.

The collectives of the bases are regarding with particular attention the disturbing information with which the Ministry of Railways is coming forth in the press and over radio and television, appealing for a rise in the efficiency of utilization of railroad cars. However, these very railway workers are reacting to the appeals of their own ministry far from the way that they should.

The Barnaul Cotton Combine shipped a container addressed to Omsk on 18 September 1978. The distance is 827 km; the shipment was to arrive in Omsk after 5 days. But it arrived after 72 days. For more than 1,600 above-norm hours the container performed the functions of a storage facility, and not of a means of transport!

Here's another example: the Chaykovskiy Silk Combine shipped a container to Omsk on 19 December 1978. It was delivered to the consignee not on 27 December, as laid down by the norm, but on 17 January of the following year. Another container surmounted the distance from Omsk to Moscow in 29 days instead of 14 according to the norm.

Serious anxiety is being elicited by the lengthy delay of freight that has already arrived at the station of destination: it often exceeds even the time that it was on the road.

Just one example: the Moscow Outgoing Base, which is located in Chertanovo, dispatched a container addressed to Omsk on 18 October 1978. It arrived at the Omsk Freight Station on 30 October and lay idle here for 21 days. Only after this was it delivered to the consignee of the freight.

The situation is also no better with the advance of individual railroad cars. It is difficult for us, the consignees of the freight, to judge where and on what stretches of track between stations that they are lying idle and at what stations they are awaiting the incidental "occasion" to hook them up to the

proper consist. And if you go on the basis of those norms for runs as approved by the Ministry of Railways, then the situation is obviously not normal.

Here again an obvious contradiction arises between the fact that we economized, while the railroad lost. Let's take 10 railroad cars at random. The expenditure of time on their unloading turned out to be 3 hours and 20 minutes lower than the normative time, or 20 minutes saved on the average on each railroad car. Under our conditions, this is regarded as an achievement. But what do these three hours mean when compared with the fact that the railroad cars remained on the road 3,192 instead of 2,228 hours?!

There is one more perhaps disputed question, but one nevertheless deserving concentrated attention.

At the present time the railroad accepts nearly a third of its individual railroad cars for shipping under its own seal. In order to eliminate excess reloading, these railroad cars are not sent to shed warehouses, but to the industrial sidings of the consignee. This would be reasonable when the station had at its disposal a sufficient number of individuals to turn over the goods who were bound to the consignee of the freight together with the railroad car. But there is not a sufficient number of them and railroad cars stand idle on the tracks from three to five days awaiting a weigher who is fully authorized to turn over the shipment. The situation is aggravated even more by the fact that the railroad cannot maintain all the seals of the shippers in good repair. It is here that the railroad's participation in the turning over of freight is obligatory. When there aren't enough weighers, the railroad cars stand....

The facts will tell best of all about how railroad cars perform the role of storage facilities and not that of means of transport.

A railroad car set out from the Balashavo station on 10 October 1978; this railroad car traveled to Omsk in 35 days instead of 8. Another railroad car went from the Brest station to Omsk in 31 days instead of 12. There is more than a sufficient number of similar examples. But these 10 railroad cars alone to which I refer progressed from the freight shippers to Omsk at an average speed of 3 km/hr! Now you'll begin to envy even the Ukrainian ox-cart drivers who in olden days hauled loads even faster by oxen.

And here's the last fact to be cited, which reflects most brilliantly the multitude of confusion in the work of the railroad.

A railroad car was dispatched 18 February 1979 from the Chufarovo station on the Kuybyshev RR to Omsk. It reached Omsk in what was close to the normative time period, which amazed even the railway workers. However, here even they remained true to themselves: the railroad car, which had not been detained in Omsk, proceeded on to Novosibirsk and, having completed the additional "journey" of 1,700 km and having lost the shipper's seal, returned to Omsk on 17 March to the base's industrial siding, where it awaited a representative of the railroad till 19 March.

Here, to be sure, as they say, commentary is superfluous. But there is something about which I'd like to speak. What can one say in response to the freight loader, who literally works in terms of the second-hand of the clock in order to get it packed up by the appointed deadline and then inquires: "Why has there been no locomotive for three hours and why do we have to work at a furious rhythm if no one needs the railroad car?"

On this plane, the decree of the USSR Council of Ministers on heightening the material liability for utilization and safekeeping of railway rolling stock was very well timed. On our part, we will exert every effort so as to make our contribution to the cause of rational utilization of transport.

8663
CSO: 1825/778

PROBLEMS AND TASKS FACING THE BELORUSSIAN RAILROAD

Minsk KOMMUNIST BELORUSSII in Russian No 3, Mar 79 pp 34-41

[Article by Candidate of Technical Sciences Ye. Yushkevich, chief of the Order of Lenin Belorussian RR: "The Belorussian Mainline: Problems and Perspectives"]

[Text] The rapid development of productive forces in our country and the steady growth of its economic potential are placing ever higher demands on all forms of transport. It was stressed at the November (1978) Plenum of the CPSU Central Committee that today transport has become one of the most important sectors in the campaign for a rise in production efficiency and in the quality of work. Our further successes in the development of the economic system depend to a large extent on the further improvement of its activity. The role of railway transport, which is the cheapest and most regular form of it, is especially great. More capital investments were allocated for its development during the current year than was specified by the five-year plan.

Recently, thanks to the constant concern of the Party, visible changes have been occurring on the Belorussian RR. Comprehensive development and re-equipment of transport have increased its carrying capacity. During the 10th Five-Year Plan, our collective, which consists of many thousands, has been successfully handling its assignments by utilizing rolling stock, tracks and other engineering structures with maximum efficiency. Last year, for instance, almost a hundred thousand tons of freight for the national economy was shipped above the plan. On the basis of the results of the All-Union Socialist Competition for a rise in production efficiency and in the quality of work and for successful fulfillment of the plan for 1978, our railroad was among other labor collectives awarded the Challenge Red Banner of the CPSU Central Committee, USSR Council of Ministers, All-Union Central Council of Trade Unions and Komsomol Central Committee with its name recorded on the All-Union Board of Honor of the Exhibition of USSR National Economic Achievements.

Many labor collectives of railway workers have distinguished themselves in the campaign for ahead-of-schedule fulfillment of planning quotas and a rise in the efficiency of shipments and in the quality of work. The greatest successes

were achieved by the Baranovichi and Gomel' branches of the railroad and the Minsk Freight, Molodechno, Grodno and Novopolotsk stations. There are quite a few innovators laboring on the branches of the railroads, at stations and passenger terminals and maintenance sections. Among them are the comprehensive brigade of the Polotsk station (switching dispatcher and Communist A. P. Kastritsa) and the brigades of the Minsk reserve supply of conductors (mechanic-brigade leader and Communist Ye. I. Tonkovich) and the Brest Locomotive Depot (manager-locomotive engineer and Communist A. M. Dubogriy). Models of selfless labor have been shown by the following Communists: S. S. Kozarez, foreman of the Vitebsk Locomotive Depot, N. V. Komlik, senior foreman of the Minsk Railroad Car Depot, S. I. Dikovitskiy, brigade leader of Track Machine Station No 117, P. V. Samusik, driver of an electric loader on the Brest Mechanized Section for Loading and Unloading Operations, and many others.

The patriotic movement for achievement of the best results in construction and for the highest impact from the assimilation of new technology and advanced processing methods, mechanization and automation of basic and ancillary processes has developed and become widespread. Komsomol members and young railway workers are competing for the creation of a Komsomol-youth unit train honoring the 10th Five-Year Plan on the railroad. Many engineering and technical personnel and workers are participating in the contest of engineering creativity in competition for the Prize imeni Hero of the Soviet Union K. S. Zaslonov. A Prize imeni Locomotive Engineer V. A. Yaskevich, who died heroically while saving the lives of passengers, has been set up.

We are attaching great importance to organizing the interaction of different types of transport by widely utilizing therein the experience of the collectives of the Leningrad Transport Junction and enterprises of Chelyabinskaya Oblast. Competition by workers in related industries—motor vehicle workers, river transport workers, railway workers and employees of industrial transport—enables one to utilize rolling stock in a better way.

The innovation of the collective at the classification yard of the Minsk Freight Station has been spread in every kind of way. By creatively applying the experience of the transport workers of the city of Leningrad, this collective stepped forth last year with an initiative to develop competition for the transformation of the Minsk junction into a junction of advanced processing methods and businesslike cooperation. The employees of the station, the motor vehicle combine and nine enterprises made heightened pledges directed toward reducing layovers and increasing the load in railroad cars. They kept their word. The collective was awarded the Certificate of Honor of the Supreme Soviet of the Belorussian SSR.

The experience of the people of Minsk has been seized upon by the collective of the Novopolotsk station, which has stepped forth as initiator of a reduction in time norms for the layover of railroad cars. This initiative was supported by the collectives of the Molodechno, Baranovichi Central and other stations. Railway workers at the Kobrin station have gone even further. They have joined the movement for efficient utilization of the technical means of the employees

of the mechanized section for loading and unloading operations, track maintenance and communications. The traffic controllers on the Brest Branch of the railroad have spread the campaign for fulfillment of all planning indicators by each station in the traffic control section. As a result, the quality of maintenance of line stations has risen and layovers of railroad cars have been reduced noticeably at many of them.

At the same time, one must admit that, although the railroad did overfulfill the assignment in terms of freight turnover, we still do not provide fully for the needs of the republic in terms of shipments, and what we do is not always done in a smooth-flowing manner. More often than not this happens not owing to a shortage of railroad cars or the absence of freight, but rather owing to the low level of organization of operations work on the railroad and in its subunits. Last year, for instance, nearly 6,000 trains departed late; the above-norm layover of these trains exceeded 760,000 railroad car-hours. Our Party organizations are analyzing in depth the reasons for these breakdowns and are taking energetic measures so that each link might work better, more productively and with a greater degree of coordination.

The collective of the railroad has adopted a counter plan and stepped-up socialist pledges—to fulfill the planning quota ahead of schedule and to ship additionally 320,000 tons of freight during the fourth year of the five-year plan and, in conjunction with this, to save 3,000 tons of fuel and one million kwt/hr of electric power. It has been stipulated that it lower the production cost of shipments by 0.1 percent and obtain no less than 240,000 rubles of above-plan profit.

In order to cope successfully with these stepped-up pledges, we are concentrating basic capital investments on the most important objects of the railroad, ones which provide for an opportunity to increase the through-put and carrying capacity of the sections and the processing capacities of stations. A rise in the level of production will be achieved chiefly through the introduction of new equipment, progressive processing methods and advanced experience.

The fourth year, just as the previous years of the five-year plan, will become a year of further re-equipment of the mainline. Many sections of the railroad, especially single-track ones, are now having difficulty handling the passage of a constantly growing number of freight and passenger trains. Hence, as a first order of priority, work is continuing on the conversion of single-track stretches into double-track stretches. More than 370 km of the railroad are being equipped with progressive means of train traffic control—automatic blocking and centralized traffic control. The carrying capacity will increase and the speeds of trains will rise on these sections, which will enable a reduction in the periods of time required for the delivery of freight and the period of time that passengers are on the road. During the current year, the last steam engine will be retired after completing its many years of service on the railroad. Capital work is being carried out on strengthening 1,900 km of track, which will provide an opportunity to let more powerful contemporary diesel locomotives pass through at the head of trains and to increase the traffic speed.

Reconstruction work includes the use of rails of heavier types, the laying of welded "velvet" tracks on reinforced concrete ties and the replacement of sand ballast with broken stone ballast. As a result, almost everywhere freight trains will travel at a speed of 90 km/hr, while passenger trains will be able to reach a speed of up to 140 km/hr on some stretches.

Construction of an electrified section of the railroad from Smolensk to Orsha will be completed by the end of the year. When it is put into operation, all freight and passenger trains from Moscow to Orsha will travel at high speeds, while powerful electric locomotives will travel at their head. It is difficult to overestimate the significance of this event, since it provides a stimulus for the further electrification of freight and passenger traffic on the main international Moscow-Orsha-Brest route.

We are paying great attention to the re-equipment of our basic stations, which are the points for the marshaling of unit trains and mass loading, and, on this basis, to heightening their processing capability. The total reconstruction of the Orsha Central Station will be completed. During the first quarter, a new, more improved system of electronic control of all switches and signals from one central post will be introduced here. A similar system is also being created at Stepyanka, the largest freight station.

The introduction of these systems will enable one to prepare the itinerary for each train in 3 to 5 seconds instead of 7 to 12 minutes and to accelerate the forward movement of trains and switching consists through stations and, hence, the shipment of freight to our consignees.

In order to increase and speed up shipments, we are attempting to utilize internal resources as well, which does not require additional expenditures. Each classification yard has received a quota for the marshaling of heavy-weight unit trains. The engineers at these depots have made a pledge to run heavy-weight trains on all sections through maximum utilization of the capacity of locomotives. As a result, the joint well-coordinated work by locomotive brigades and employees of stations will provide an opportunity to ship 16 million tons of freight in heavy-weight trains during the year. This will permit one to economize on 20 trains daily, which means the opportunity will arise to let additional consists through, consists that carry the above-plan output of enterprises, construction projects, kolkhozes and sovkhozes. Noteworthy also is the fact that locomotive engineers on heavy-weight trains, as a rule, are also striving for a saving on fuel, in addition to an increase in shipments of freight.

The technological routing of shipments has become the most important means for speeding up the forward movement of railroad cars and a saving on transport outlays. At one time employees of the Belorussian RR worked up their own system. The main point of it was that railroad cars loaded at the station of departure were joined into unit trains according to a special processing method; these unit trains ran many thousands of kilometers to the stations of destination without being remarshaled at classification yards, which saved 6 to 7

hours at each such yard. A unit train passing through three classification yards without remarshaling would usually be delivered to the point of destination a day faster.

To be sure, the running of unit trains of shipments has a good effect only when both freight shippers and freight consignees work in a well-coordinated fashion. But it not infrequently happens that the enterprises receiving crushed stone, gravel, cement, etc. by unit trains delay the railroad cars for long periods of time owing to a narrow unloading frontage. Last year, for instance, the ministries of industrial construction, rural construction and construction and utilization of roads paid more than 227,000 rubles for above-norm layovers. It appears that it would be far more advisable to utilize these funds for an expansion of the unloading frontages on industrial sidings.

The efficiency of utilization of the fleet of railroad cars depends to a large extent on a rational load on it. Compact stowage of freight in railroad cars, the use of packaging materials corresponding to it in terms of size and the loading of light-weight freight together with heavy-weight freight—these are the basic principles that were assumed to be the basis of the joint initiative of the employees of the Borisov station and enterprises of the city. This initiative has been picked up along the entire Belorussian RR, as well as beyond its limits. Advanced methods of compacted loading of railroad cars provided the opportunity last year to load 700 kilograms of freight above the norm into each of them. Through this alone, more than 66,000 railroad cars were economized for the year. Above-plan freight was shipped in them.

Unfortunately, many enterprises do not display the proper concern about compacting the load and improving the utilization of the carrying capacity of railroad cars. Spot-check weigh-ins of freight have shown that every fifth railroad car is underloaded, although it is noted in freight documents, as a rule, that the carrying capacity has been fully utilized. Particularly often, it is enterprises of the Vtorchermet [Plant for the Processing of Secondary Ferrous Metals] Association, of the Belorussian SSR ministries of rural construction, the food industry and timber industry and the Belkoopsoyuz [Cooperative Union of the Belorussian SSR] that underload railroad cars. If the Ministry of the Timber Industry, for instance, resolved the question of shipment of saw-dust in favor of shipment in compression-molded form, then up to 5,000 railroad cars would be freed annually. The Belorussian SSR Ministry of the Fuel Industry could ship tens of thousands of tons of peat in addition provided that it was compacted in railroad cars by rolling presses.

Recently, the progressive method of shipping freight in general-purpose containers and by packets has been more and more widely used. The use of containers permits enterprises to avoid the wrapping of freight in packages, while the use of packets provides an opportunity to prepare freight for departure beforehand, without having to wait for the railroad car. Both methods provide for the full mechanization of the process of loading and unloading and, on this basis, for a considerable reduction in the layover of railroad cars and in labor input.

Container platform-terminals, on which powerful cranes have been set up, enabling one to conduct loading and unloading of large-tonnage containers with a weight of up to 30 tons, have been created recently at railroad stations in all oblast centers of the republic and in many other cities. It is planned to ship 1,181,000 tons of freight in containers, including 459,000 tons in large-load containers, during the current year. Unfortunately, although the delivery of freight in large-tonnage containers has already reached the level of more than one-third of all container shipments, enterprises often utilize them in an unsatisfactory manner. These containers, as a rule, are detained for long periods of time during loading at the shippers' and during unloading at the consignees' platforms. As a result, the turn-around time of the rolling stock is slowed down. It is also absolutely intolerable that many enterprises still do not have the necessary specifications for receiving and shipping large-load containers.

Our railroad must deliver almost 4,300,000 tons of freight during the current year in packets and on pallets. This method of shipment, however, is being introduced in a poor fashion. Let's take, for instance, enterprises of the timber, wood processing, pulp and paper and chemical industries, which dispatch only 50 to 60 percent of freight by packets. The Klimovichi, Orsha and Grodno building materials combines ship lime brick and blocks in a rather small quantity in packets and on pallets, as do the Dobrush Paper Factory, the Osipovichi Cardboard and Roofing Felt Plant and the "Polimir" and "Khimvolokno" [Chemical Fiber] associations with finished products. Many ministries and departments don't even have plans for making the transition to this progressive method of operations.

Up until this time they have not had the necessary gear in the port of Mozyr' for the reloading of large-scale and bundled scrap metal from the railway to the water. Hence, we were forced to allocate railroad cars for the delivery of metal to the address of the Zaporozhstal' [Zaporozh'ye Steel Mill] Plant. And this means 200,000 tons of freight annually. At the same time, our river transport worker colleagues run empty vessels to that location after unloading ore and coal owing to the absence of cargo. In our view, this question must be resolved without delay and only then will nearly 4,000 railroad cars be freed for the shipment of other freight.

Perhaps the most critical problem that we face is that of reducing the periods of time for use of railroad cars. The railroad is one of the sectors of the national economy in which the most important assets, which are railroad cars, are to be found not only in the hands of their direct owners, the railway workers, but also in the hands of the numerous shippers and consignees of freight. There are quite a few questions here requiring solution without delay. Nearly 70 percent of materials handling operations are carried out on the industrial sidings of the freight owners. Railroad cars are engaged directly in loading or unloading more than a third of the total time that railroad cars are in freight stations. And although layovers owing to delays on industrial sidings by some enterprises were reduced on the railroad last year in comparison with the previous year, each railroad car in the republic lay idle

almost half an hour above the established norm. More than 116,000 railroad car-days of loading resources were lost.

Such a situation has been created because the managers of many sectors of the republic's economy and of enterprises treat the operations of their railway shops as ancillary, not as part of basic production. Transport capacities are not infrequently operated with flagrant deviations from the rules and often industrial sidings cannot let modern diesel locomotives and large-load railroad cars pass through at the necessary speed. Many shops have not been fully staffed with manpower and specialists who know their work. There is no genuine concern about locomotives and railroad cars. They make it to repairs only after they have finally gone out of operation.

Railway services at new enterprises are developing extremely slowly. For instance, the Mozyr' Oil Refinery has already practically mastered production of the planned output, which is being shipped to all ends of the country, but the devices for readying and filling the tank cars have not been fully installed. Such a situation also exists at the Grodno "Azot" [Nitrogen] Association. The enterprise is continuously putting more and more new capacities into operation, but only approximately 50,000 rubles of the 2,100,000 rubles stipulated in the estimate for the past four years have been spent on the construction of the Aul's station, to which the plant's industrial sidings are joined. The railroad cars headed for this enterprise lie idle for a long time at other stations awaiting delivery to the plant. The Belorussian SSR Ministry of Procurements is not increasing the unloading frontages and mechanization of operations.

Some ministries and departments and enterprises do not display the proper concern for the mechanization of loading and unloading operations. Its level does not exceed 40 to 50 percent in many places, while the remaining freight is processed manually. Particularly lagging in this work are the Belorussian SSR ministries of procurements, meat and dairy industry and food industry, the Belkoopsoyuz and the Bobruysk Tire Combine.

Naturally, there are also quite a few examples in the republic of genuinely thrifty maintenance of transport capacities and of good organization of shipments on industrial sidings. Thus, the Mogilev Metallurgical Plant, the Mogilev Motor Vehicle Plant and the Osipovichi Cardboard and Roofing Felt Plant have stepped forth with a valuable initiative directed toward a reduction in the layovers of railroad cars. The innovation was approved by the Central Committee of the Communist Party of Belorussia. The transport shops of these plants are fulfilling their commitments with honor: last year they reduced the layovers of cars and economized by 1,326 railroad cars. The experience of the pacemakers deserves widespread support by other enterprises.

The efficiency of our operations depends to a large extent on planning. One should exclude irrational cross hauls, repeat shipments and short-run hauls from the plans. This not only frees rolling stock, but also provides a great saving on funds. In order to alleviate the load on the railroad, last year we handed over 102,000 tons of short-haul freight to motor vehicle transport.

More than a million tons were transferred to river transport workers. The exclusion from the plans of irrational shipments enabled us to free 2,500 railroad cars for the delivery of other freight for the national economy.

There is quite a bit of work that still faces us in the area of improving planning. It is time, finally, to put an end to cross hauls of reinforced concrete products within the republic. It is necessary as early as this year to rule out the delivery by trains of petroleum products and peat over a distance of less than 30 km. It is not advisable to haul wine and glass dishware by rail transport within oblasts, as well as perishable products over distances less than 200 km.

There are quite a few reserves as well in the further improvement of the organization of freight operations being performed by the forces of mechanized sections of the railroad. For instance, a point for handling large-tonnage containers has been put into operation at the Berezina station, while we are organizing the centralized hauling in and out of freight by motor vehicle transport at the Koydanovo station. Eight line stations of the railroad, after receiving the necessary gear, will be converted into pivotal freight stations for the sections, with a concentration of all freight operations at them, while neighboring stations that have little work to do will be closed. The modernization of electric gantry cranes will continue. We will adapt them to work with self-locking devices, which will provide the opportunity to perform the slinging into position and away from location of containers without human participation. All this will enable one to raise the level of mechanization of loading and unloading operations up to more than 90 percent.

The prompt delivery of railroad cars for loading and unloading and the forward advance of the flow of railroad cars through junctions and along stretches is unthinkable without the well-coordinated and smooth operation of locomotives. During the past three years, the productivity of each of them already reached the level planned for the end of the five-year plan. The experience of our railroad in the steady operation of the diesel locomotive fleet was approved by the USSR Ministry of Railways and recommended for introduction throughout the entire country. But we are not intent on resting on our laurels, but will henceforth develop locomotive services. The points designated for technical inspection of diesel locomotives at the Baranovichi, Orsha, Brest and Volkovysk depots will obtain new prefabricated buildings made of light metallic structures. Construction of operations shops will be completed at the Molodechno and Orsha depots.

We are showing particular concern for hauling passengers. Our railway workers are striving to observe the traffic schedule and to increase the scheduled and section speeds of passenger and suburban trains. The level of service at passenger stations and en route has risen. The train made by the "Belorussiya" firm has obtained All-Union recognition. The collectives of the passenger terminals at the Brest and Baranovichi-Polesskiye stations have achieved a high level of service to passengers. The suburban stretches from Minsk to Molodechno and Minsk to Pukhovichi have been well arranged and managed in an over-all manner. The sale of tickets has been fully automated on these sections.

At the same time, we are not closing our eyes as well to the existing shortcomings. They were brought to light in a most principled manner at an expanded meeting of the technical and economic council of the railroad. A lack of administrative abilities on the part of station employees, instances of locomotives breaking down en route, disrepair of railroad cars and many other factors still have a strong effect on the quality of passenger transport. All these shortcomings were manifested with particular acuteness this winter. One also cannot be reconciled to the kind of situation where normal conditions are not created for passengers en route owing to certain negligent employees. Our Party organizations are striving to provide the proper evaluation for each such case and are continually and persistently pointing labor collectives in the direction of eradication of the shortcomings.

For a further improvement in passenger services, it has been planned to build 16 modern passenger pavilions during the current year along sections of the railroad. Improvements in public services and amenities at passenger buildings along the entire Smolensk-Brest route will be completed. The volume of services will grow in terms of advance sale of tickets and their delivery to one's home address. We will increase the sale of tickets with a through seat reservation and for the return trip. Nearly five million passengers will be provided with these services. We shall substantially improve information services by means of introducing modern technology. The installation at passenger stations of new automatic ticket-printing vending machines and machinery is continuing. Great attention will be paid to raising the level of service to passengers on trains. New firm-built trains will begin to run on the Grodno-Moscow and Minsk-Leningrad routes with the introduction of the summer schedule.

The management of shipments becomes more complex with the growth in the volume of operations on the mainline. In connection with this, the development and improvement of an automated control system is assuming particular urgency. The task of automating the issue of plans at all levels of operations planning of the shipping process on the basis of machine processing of primary documents is now being accomplished. Definite results have already been achieved in this direction. Our experience in the introduction of an automated control system has been approved by the USSR Ministry of Railways and recommended for dissemination on all the country's railroads. Machine simulation of the time for advance movement and delivery of railroad cars for unloading, as well as the automation of the release of data on the make-up of trains with computer assistance will be introduced during the current year. The means of computer technology necessary for this already exist on the branches of the railroad, where there are already third-generation computers available. The task is one of using this latest technology efficienty and with a full yield.

Last year, quite a bit of work was done on the railroad to draft comprehensive systems for production quality control over the work and services being performed. These systems are being improved at base enterprises and are being introduced along the entire railroad after completion of the drafting.

The urgent problems of the Belorussian mainline and the prospects for its development were widely discussed in the Party organizations of our collectives

during the period of reports and elections. In a spirit of self-criticism, Communists dealt with evaluating what has been achieved, subjected shortcomings to sharp criticism and defined practical measures for successful fulfillment of the goals of the five-year plan. A broad program has been outlined not only to improve economic indicators and to improve management, but also to solve social problems. It includes the further expansion of the network of and improvement in the quality of medical and trade services for railway workers, the construction of housing and children's preschool institutions and an upsurge in sanitation, mass cultural and sports work. Quite a bit will be done to strengthen labor safety regulations and practices and to create optimum conditions for people's work and time-off.

The railway workers of the Belorussian mainline are full of determination to multiply efforts to fulfill the plans for the fourth year of the five-year plan and the pledges that have been adopted and to make a worthy contribution to the successful fulfillment of the tasks defined by the 25th Party Congress and the November (1978) Plenum of the CPSU Central Committee for railway transport.

POOR RIVER VESSEL OPERATIONS IN IRTYSH AREA CRITICIZED

Moscow VODNYY TRANSPORT in Russian 21 Jun 79 p 2

[Article by V. Belyakov, inspector of the RSFSR People's Control Committee: "To the Detriment of the Question"]

[Text] Time flies. Seemingly quite recently all attention was focused on the problems of ship repairs, and now we are already in the peak of the 1979 navigation season. Its motto is a precise shipping rhythm, high efficiency and excellent quality of the work. In overcoming the difficulties caused by the bad weather conditions of the current spring, the RSFSR river workers are fighting to fulfill the plan quotas and the increased socialist obligations ahead of time.

A check has shown that in accord with the party and governmental decisions over the 3 years of the Tenth Five-Year Plan, the Irtysh Navigation Company has received a significant number of vessels, and due to this the fleet of the company has been almost 25 percent replaced. The Irtysh river workers are making a valuable contribution to the integrated development of Western Siberia, in delivering equipment to the oil and gas regions of Tyumenskaya Oblast as well as transporting lumber and other cargo. At the same time the Irtysh Navigation Company has not met the quotas of the five-year plan in terms of cargo turnover, and has not satisfied the demand of the national economy for cargo shipments.

However, along with the meteorological "surprises," the operations of the fleet have also been complicated by lamentable flaws committed in the period between navigation seasons. These have been felt most acutely in the Irtysh and a number of other eastern navigation companies, where they have not been able to correctly organize winter ship repairs, and the ships have been put back into operation with great delays and unfinished work. This was mentioned recently at a session of the enlarged board of the RSFSR Ministry of the River Fleet. The same is shown by the results of a check carried out by the USSR People's Control Committee, in the course of which serious shortcomings were brought out in the organization of ship repairs and the technological operation of cargo vessels in the navigation companies of the Ob'-Irtysh Basin.

The commissions for inspecting the technical condition of the fleet of the Irtysh and certain other Eastern navigation companies have given good and excellent evaluations to vessels which often are sent for unplanned repairs due to bad technical condition. (From materials of a check carried out by the USSR People's Control Committee in the Eastern basins of the nation.)

Drawing by
A. Sidorov

One of the basic factors leading to the failure to meet the quotas is the major miscalculations in the utilization of fleet capacity, and a significant portion of the losses depends upon serious oversights in the organization of repairs and the technical operation of the fleet. The people's controllers have ascertained that the system of planned preventive repairs (PPR) adopted by the RSFSR Ministry of the River Fleet is virtually not used on the vessels of the navigation company. As a rule, the self-propelled and nonself-propelled vessels are hauled out for medium overhauls not when the planned dates occur but rather as necessary. Thus, because of damage sustained and the reduction in the evaluation of the technical condition, prior to the established dates medium repairs were carried out over the last 3 years on a very large group of vessels. At the same time, the times for medium repairs have been extended in comparison with the PPR schedule for many other diesel vessels and barges.

In these navigation companies, the periodicity of preventive ship haul-outs has been disrupted: of the vessels planned for 1976-1978, actually only one-half was hauled out in accord with the PPR system. At the same time the number of vessels hauled out during this period outside the plan (due to emergency damage and poor technical condition) was around 1,400 units. Thus, the large number of unplanned haul-outs excludes the possibility of preventive haul-outs for maintaining the fleet in a proper technical condition.

Such a situation has disorganized the entire PPR system, and has significantly complicated the execution of the zero-stage work (before putting the vessel under repairs), as well as for the unit and unit-assembly methods which make it possible to reduce the labor intensiveness of repair operations at the ship repair yards during the winter season which is the most intense for them. Although over the last 3 years the volume of ship repairs has increased, the absolute volumes of zero-stage work have not only not increased by even declined. Here the actual fulfillment of the plans for te decentralized manufacturing of replacement parts and preliminary major overhaul on engines (which largely depends upon the navigation company) was just about 70 percent. There was also a sharp decline in the amount of preparation and supply of units and assemblies for the vessels under medium repairs. The quotas for them were fulfilled, as a rule, on a level of 30-65 percent.

The placement of the fleet for repairs in an unprepared form has significantly complicated the work of the shipyard workers. Last year alone, regardless of the favorable weather, the enterprises of the basin received 228 fleet units which had not been cleaned of water and cargo remnants. Because of this the return of them to operations has been extended up to the present.

A check carried out at the Omsk and Irtysh plants and at the Omsk port has disclosed serious shortcomings in the very execution of the repairs. Even the repair logs are kept extremely negligently, with violations of the established procedures. And certainly these are the basic documents which are used in planning and accounting for the fulfillment of the work. And using such registers which at times do not make it possible to establish the actual state of affairs, the plants and the navigation companies twice in each winter month report on the course of repairs and the return of vessels in technical readiness. It is not surprising that in the check instances were disclosed when the vessels were certified as technically ready but with uncompleted winter repairs. Such a situation leads not only to a distortion of the reporting and padding, but also significantly complicates the return of the fleet to operations with the opening of the navigation season, and in a number of instances causes a reduction in the amount of work to the detriment of the technical state of the vessels. Ultimately, all of this causes delays of the vessels at the yards and unplanned repairs during the navigation season.

In carrying out the repairs the enterprises at times permit deviations from the technical conditions. For example, last year at the Omsk Yard, the inspectorate of the River Register was forced three times to halt the work on the major overhaul of engines with a total length of 62 days.

In explaining the failure to meet the ship repair dates, the workers of the navigation company and the ship repair enterprises mention as the basic reason the fact that they do not have enough production capacity. However clearly not enough measures are being taken to improve the use of the available equipment and ship-lifting facilities. For this reason the shift factor

for the operation of the basic equipment in the basin is not only not rising, but has declined somewhat and is presently 0.98. For example, the capacity is unsatisfactorily utilized on the slips and docks, although the navigation company is far behind in terms of the planned haul-out of the vessels. Repair work on vessels on the ways even in the summer time is carried out on only 1.5 shifts. As a result the production period of ship repairs in hauling out is extended by 20-25 days.

The imprecise organization of work at the ship repair yards leads to a situation where they do not succeed in putting the fleet into operation on time. In turn, the nonfulfillment of the plan for medium repairs and planned haul-outs does not make it possible to fulfill the quotas of the Ministry of the River Fleet to improve the technical condition of the fleet. Indicatively, last year, for example, the navigation company used nonself-propelled vessels with prohibited technical conditions in shipping, and this was a flagrant violation of the technical operating rules.

The impression is created that in the Irtysh Navigation Company, violations of the fleet operating rules are in no way an extraordinary phenomenon. Is this not the reason why the accident rate is so high here? During the previous navigation season, the Irtysh fleet came in for unplanned yard repairs more than 1,800 times.

The executives of the navigation companies are inclined to explain the large number of ship accidents in a number of instances to the low skills of the crews. But stronger supervision over the young personnel has not been established, and no special attention is paid to them. With such a situation the numerous commissions to inspect the upkeep and technical operation of the vessels should play a more significant role. No matter how strange it may seem, in a majority of instances these commissions give excellent and good evaluations to vessels which in practical terms are in a poor technical condition.

As is known, in the river fleet special shore production sections (BPU) have been organized for the maintenance of vessels in the process of operations. However in the Irtysh Navigation Company, serious failings have been allowed in this work. Suffice it to say that the plan established here for the development of the BPU for 1976-1980 has not been carried out at all. In line with this, the established quotas have not been fulfilled to ensure the planned maintenance of the vessels. All of this is a consequence of underestimating the role of the BPU which have the job of ensuring the correct and continuous operation of the basic elements of the vessel.

All in all, due to the serious shortcomings in organizing the repairs and technical operation of the fleet, the total losses in the shipping capacity of the vessels of the Irtysh Navigation Company during the previous navigation season were about 1 billion ton-kilometers. For the same reasons, during the years of the Tenth Five-Year Plan, a significant number of transport vessels was written off prior to the end of their calculated operating lives.

These are the bitter lessons which must not be forgotten and which must be constantly considered. Precisely organized and promptly and effectively executed PPR of the vessels is the guarantee for the successful operation of the fleet, and an important reserve for increasing the efficiency of its operations and raising its transport capacity. And concern for this should be constantly at the center of attention of all the leaders of the navigation company.

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TRANSPORTATION

PROBLEMS IN TRANSPORTING VEGETABLES GROWN IN AZERBAIJAN

Moscow IZVESTIYA in Russian 15 May 79 p 2

[Article by Hero of Socialist Labor I. Mamedov, first secretary of the Lenkoran' City Party Committee: "The Road to the Consumer Will Be Shorter If You Get the Efficient Operation of the Vegetable Conveyor Smoothly Underway"]

[Text] The first refrigerator trucks loaded with early vegetables have set out on their long journey from the central square of Lenkoran'. And the vegetable flow will grow longer with each day. Moscow, Leningrad, Tyumen' and 600 or more cities and industrial centers of eight Union and six autonomous republics will now obtain vegetables from Lenkoran'.

One should note that the geography of shipments is expanding with each year. This is being provided for by a growth in the production, to begin with, of early truck farming production. Last year, which was the year of our greatest crop yield, 180,233 tons of vegetables, or 149 percent of the plan, were sold to the state, whereas the plan had called for 120,800 tons. This was 113,000 tons more than what was produced in 1970. This growth was achieved through a rise in crop capacity. In comparison with that same 1970, it grew by 153 quintals and reached 295.2 quintals per hectare.

Great attention is being paid to an expansion of the variety and improvement in the quality of output. Today cabbage and cucumbers, tomatoes and eggplants, onions and garlic, [patissony] and vegetable marrow are being grown on the plantations of 14 specialized farms.

The successes achieved by our workers have been evaluated on their merit—for the sixth time in a row the Lenkoranskiy Rayon was awarded the Challenge Red Banner of the CPSU Central Committee, USSR Council of Ministers, All-Union Central Council of Trade Unions and Komsomol Central Committee for its victory in the All-Union Socialist Competition. Vegetable growers also made an impressive contribution to this success. All the farms coped with the plans and socialist pledges ahead of schedule. Some achieved record indicators. For instance, at the Vegetable-Growing Sovkhoz imeni B. Abbasov, the average yield was raised to 400 quintals per hectare, while the brigade headed by Gadzhi Aliyev, who has been twice awarded the Order of Lenin, reached 553 quintals.

To grow and to gather a bountiful harvest, as everyone understands, is not easy. And what's more pitiful is when you see that there are still quite a few losses along the path of the harvest to the consumer. During recent years much has been done in order to decrease them. The material and technical base of all four wholesale and procurement organizations has been strengthened and new loading platforms have been built on the railway siding. Capacities have grown at the enlarged motor vehicle transport enterprise, while the number of refrigerator trucks has been increased to 105. This has enabled one to ensure continuous shipment of the early harvest to the country's central cities. At the end of last year, a new airport was put into operation—an opportunity thereby has emerged to increase shipments and to speed up the delivery of vegetables to the most remote points.

Quite a bit has been done and is being done to improve the processing and storage of vegetables. In 1975, a canned goods combine with a capacity of 50 million standard jars a year was put into operation, while the Lenkoran' Canned Fruit and Vegetable Goods Plant was thoroughly modernized, which has enabled its capacity to be brought up to 9 million standard jars. An experimental station for preliminary refrigeration of vegetables with a productivity of 550 tons per 24 hours is being readied for commissioning during this season, which will permit one to do a better job of keeping vegetables.

To be sure, we are far from thinking that all the internal opportunities to increase the production of vegetables have been utilized. There are still quite a few reserves. To begin with, there is a rise in the quality of production being shipped out. Now 8 of the 14 major sovkhozes independently dispatch vegetables and make all their settlements with the purchasers. This heightens the interest of farms in shipping high-quality production. Quality check posts have been created on all sovkhozes. All these measures have permitted an increase in the percentage of standard output. The remaining sovkhozes will also switch over in the near future to shipping it themselves, a method which is, without doubt, progressive.

However, a reduction in losses depends not only on those who produce the vegetables. The practice of many years has shown a minimum of 10 to 15 percent of the harvest is lost during the period of its shipment. Unfortunately, transport workers do not bear any responsibility for violation of the deadlines for delivery and for spoilage of output. We think that, first and foremost, it is for this reason that the rules for shipments are at times not observed. What does this lead to? The normal rhythm of operations and the schedule for deliveries are disturbed. As many vegetables as are scheduled to arrive over the course of a month pile up in one spot. Naturally, sale of them is made more difficult and losses increase—as the output is perishable. A lack of rhythm after the time of dispatch, in particular by railroad, was observed during the entirety of the past season. And in previous seasons as well.

At times the impression is created that the ministries, departments and the organizations that are called upon to coordinate activities do just the opposite. A characteristic example is the Girdany station in Lenkoranskiy Rayon, which

was modernized and outfitted with equipment specially for the dispatch of vegetables. A railroad car weighing station was installed here. The weighing of production by railroad cars and their acceptance by the railroad greatly accelerates the dispatch process. However, the scales are still not being utilized.

In a word, it has been necessary during the course of the entire season to adapt oneself in everything to the interests of the transport workers, even to the detriment of the consumer. Losses from this, of course, are growing.

We think that it would be more advisable to increase substantially the volume of shipments of vegetables by refrigerator truck and airplane. This is another way to solve the problem whose effectiveness does not elicit any doubt. Specialists have calculated that the safekeeping of vegetables during shipment by airplane reaches 100 percent, 90 percent during shipment by refrigerator truck and 80 percent at best by railway.

But the quality of vegetables depends not only on the clear-cut organization of transport operations. Thus, the need is long overdue for construction in Lenkoran' of a mighty packaging materials plant. Judge for yourselves: we receive complete sets for assembly of boxes and nails from many oblasts of the RSFSR. The suppliers not infrequently let us down. Last year it was necessary to ship 20 percent of the early cabbage in kapron net sacks owing to this. It is true that the holding capacity of railroad cars increases with this, but the ventilation and temperature system is disturbed, as a result of which the produce will rapidly spoil. The intensively growing volumes of shipments of early vegetables have made the problem of providing farms with packaging materials one of paramount importance. Lenkoran' requires 12 million boxes annually. One modern plant could solve the problem of providing packaging materials not only for our rayon, but also for the neighboring Masalinskiy and Astarinskiy rayons, which are also engaged in the production of early vegetables. More than once we have turned to the Soyuzglavtara [All-Union Chief Packaging Materials Administration?] with this proposal; however, we did not find the proper understanding.

At the same time, the practice of many years convinces us that the shipment of vegetables in wooden packaging is, all the same, not the most convenient and economical method of transporting them. Wooden boxes are short-lived and the vegetables in them are damaged during shipments over long distances. A way out of this can be seen in the creation of special folding packaging material for the vegetables made of plastic—the most economical and convenient modern material. The more so, as the prerequisites for this do exist: we are already using such packaging material in the country for transporting some types of products. Scientific research institutes of the USSR Ministry of the Food Industry could take upon themselves the working up of the draft for folding plastic vegetable packaging.

Effective cultivation of vegetables is also impossible without a well-developed processing base. Several years ago a canned goods combine went into operation in Lenkoran', but its capacities no longer satisfy the demand today. The installation of an additional line is envisaged; this line would provide for

the processing of yet another 500 tons of tomatoes per day, while the capacity of the entire combine would increase to 70 million standard jars a year through this. The additional line, whose installation is unfortunately being dragged out, will enable the processing without particular strain of all the produce arriving at the combine, even at the peak of the season.

The situation is also unfavorable with respect to the line for processing eggplant; canned goods made from eggplant are enjoying stepped-up demand among the population. All the preparatory work has been completed in the shop, but it has already been more than a year that there has been no equipment here. We think that the Ministry of the Food Industry, to which we recently appealed, will speed up the solution of this question.

They can ask me: one rather small rayon, but more demands than one knows what to do with. But, after all, our rayon is rightfully called the "All-Union Kitchen Garden." Vegetables from its beds travel to almost every nook and cranny of our country in early spring. One must protect the entire harvest and bring it to the table of the Soviet people without losses and with excellent quality. And we wish that each and everybody who is involved in the fulfillment of this most important national economic task would be imbued with such a concern.

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CONSTRUCTION PROBLEMS ALONG BAM ROUTE DESCRIBED

Moscow IZVESTIYA in Russian 5 May 79 p 2

[Article by A. Sokolov, chairman of the executive committee of the Irkutskaya Oblast soviet: "Time is Making Corrections"]

[Text] At present it is possible to board a worker train in Ust'-Kut and travel as far as the Baykal Tunnel. Ust'-Kut is the start of the BAM [Baykal-Amur Mainline], and the road to Baykal is its Western Section. Here the track has been laid a year ahead of time, and although there still is much work to be done before the official opening of the road, it can be felt that the time of operations has arrived.

Next to the mainline, seven base settlements have grown up and here live around 26,000 persons. Some 108 dormitories have been built, 1,500 dwellings with a total area of over 200,000 m^2. In addition to this there are 6 schools, 4 hospitals and 3 polyclinics, 27 stores, 20 nurseries, 19 clubs and red corners, dining rooms, baths, postal divisions, and so forth. Normal living conditions have been created for the construction workers.

The local soviets have been largely responsible for this. Simultaneously with the creation of the base settlements on the Western Section of the route, four settlement and two rural soviets were formed. Literally from the first days of the work, people came to the Ust'-Kut municipal soviet and the Kazachinsko-Lenskiy Rayon soviet and to the settlement and rural soviets with their needs, requests and problems.

The executive committees of the soviets located in the zone of the BAM are effective, and they themselves settle many questions of local life, and those beyond their power are brought up at a session of the oblast executive committee. The temporary settlements have grown rapidly and have been well built. It seems to me that the temporary Ul'kan has been built better than the others. From the start there were virtually no problems with nurseries and creches, schools and medical facilities. In a word, in beginning the construction of the mainline, we learned from the mistakes of previous construction projects, and I would particularly like to emphasize this.

Beginning with 1976, settlements of operations workers began to grow up along the route. Anyone who has been in them knows that they are not alike in terms of architecture, layout or finishing. This is the responsibility of the sponsors. The construction and installation trains from the Ukraine, from Krasnodar, the Stavropol' area, Georgia, Azerbaydzhan and Armenia have erected housing according to their own plans and use their own materials for finishing. They have been considerate of nature, and in looking at the new settlements one would not believe that they are just several years old. The convenient layout of the housing is combined here with skillful development and the use of natural landscapes. Nyya stands out in its uniqueness, and it was built by Georgian masters. The settlement is compact, cozy with an attractive commercial center.

And Ust'-Kut is also being transformed, particularly in the area of Lena Station. Stavropol'grazhdanproyekt [Stavropol' Civil Design Institute] has proposed original plans for the reconstruction of the station and the railroad workers settlement, and Stavropol'BAMstroy [Stavropol' BAM Construction] is carrying out the plan with great enthusiasm. Multistory housing has gone up and the ends of the buildings are decorated with mosaic panels. The Stavropol' workers were the first on the route to begin finishing the buildings with silicate brick, and have constantly achieved a high quality of work. Their service record includes a polyclinic, a hospital, and under construction are a school for 1,176 places, dormitories and housing. I would note that this town, as the gate of the BAM, merits great attention. But up to now its general plan has not been approved. Much good can be said about all the sponsoring oblasts. However, we must also say that they are doing less than is presently required and less than what they could do. Why is this so? Upon the decision of the planning bodies, their material and technical supply is carried out on a centralized basis, through the general contracting organization. The sponsoring construction workers are receiving far from everything needed for normal work. Particularly complicated is the situation with equipment, and this significantly reduces labor productivity; the situation is similar with materials. The sponsors have sought help both from us and from the leaders of the krays and oblasts which sent them to work on the BAM. And of course, they help them as much as possible. But is this normal? We feel that the established supply procedure is not perfect. The situation would only benefit if the materials and equipment would be allocated specifically to the sponsors through the general contractor.

Such a problem is artificially created. In practical terms, the estimate specifications are approved for the sponsors proceeding from the rates current in their oblasts and republics. But in the zone of the BAM, construction is naturally more expensive, and for this reason difficulties arise in the relationships with the construction organizations operating under Siberian rates. All the estimates are recalculated, the necessary funds are allocated, but this takes up a good deal of time. Ultimately, this tells on the optimum distribution of forces, it delays the working out of specifications and impedes the fulfillment of the plan. The USSR Gosstroy

was repeatedly discussed the question of approving the same rates for the sponsors as for the organizations of the Mintransstroy [Ministry of Transport Construction] on the BAM. And the faster this decision is taken the greater the benefit for all.

The rayons through which the Western Section has passed even recently were the most remote in the oblast. For this reason from the very outset of construction the local soviets and their executive committees became involved in the organization of the work and followed service construction and public order. The Ust'-Kut municipal and Kazachinsko-Lenskiy Rayon soviets maintained a constant control over the operation of the public dining, cultural and communications enterprises. Due to them, television has come to the tayga settlements. I would like to comment on the principles and consistency of the executive committee workers. Having made a decision, they worked for its fulfillment, although this was not always simple. Thus due to the efforts of the executive committee of the Kazachinsko-Lenskiy Rayon soviet, the settlement of Magistral'nyy received electric power. A great deal of effort was extended to throw a bridge over the Kirenga and connect the rayon center with Magistral'nyy, to build a bakery in Kunerma, and a vegetable storage facility and school in Granitnyy.

But let is not be felt that the leaders of the construction organizations put up social and cultural installations only under pressure. In no way. This work has been and is being carried out on a planned basis, but the construction of the mainline is far ahead of schedule. The birthrate has exceeded the forecasts of sociologists. The natural wealth of the kray is being developed more intensely, and naturally the construction workers are making corrections in the plans with the help of the local soviets.

At first on the BAM there was only one type of transportation, the helicopter. Now regular air service has been opened with Ust'-Kut and Kazachinskiy. All the settlements of the construction workers have helicopter landing pads. Very unfortunately the situation with the highway along the line is worse. This was not provided by the plans, but life has shown that it is indispensable. The oblast executive committee and the BAM construction directorate have approved a joint decision to bring the temporary road into a good state.

In a certain sense the work of developing the network of cultural and social institutions in the BAM settlements has become a school also for the soviets themselves. The deputy posts and groups have begun to be more active, and traveling sessions of the executive committees are held regularly. Here much attention is given to the training of the deputies and to the method of soviet work. This is very important since the settlement soviets were created recently.

Of course, not everything in the pioneer settlements is as good as one might wish. And this is understandable as it is difficult to achieve true comfort in the remote tayga in several years. Much had to be built as temporary,

with only the most essential conveniences. And for this reason the oblast soviet finds incomprehensible the position of individual departments which have endeavored to define a portion of the temporary facilities as permanent housing. We are against this. The daily imperceptible work of operating the BAM has begun. For the sake of this the construction workers have crossed the age-old tayga and steppe, tolerating both inconvenience and hardships. The living conditions of the operating workers should be normal ones.

A majority of the settlements from Ust'-Kut to Baykal are planned as small ones. They are basically designed for lumberers and workers of lumber processing enterprises. Even now in the region of the Western BAM, several thousand lumberers are working in the lumber enterprises of the Mintransstroy and the Kazakh ministry of agriculture, and there are lumberers also from other ministries and departments. They are considered in the category of independent lumberers. Their main task is to fell and haul the small forests. We wish them success. There are large reserves of wood in the zone of the BAM. But the lumberers ship logs to their distant regions. A significant portion will be lost as waste in sawing. It would make sense on a shared basis to build a lumber processing enterprise and utilize the forest riches of the kray comprehensively and considering the most recent achievements of modern technology and equipment. Then wastes would be minimized.

The lumber supplies along the BAM are such that their felling will last more than a year. At the same time the integrated development of lumber settlements is not provided and they themselves are not showing any initiative. On the contrary we have had to examine cases when, regardless of the prohibition of the oblast executive committee, the independent lumberers have begun to build temporary housing, and as for social and cultural facilities, they rely on the railroad workers. But the MPS [Ministry of the Railroads] in its settlements is building just as many schools, nurseries and clubs as the workers require.

To populate the mainline means to have people who will live here forever. Experience shows that no wage coefficients nor northern supplements will help if there is no housing and no highly developed sphere of consumer services and cultural enterprises. This is why we are giving great attention to this question. Last year the construction organizations overfulfilled filled the plan for construction and installation work for housing and civil construction. At first glance this is all to the good. But at all stations they have virtually not begun to build the exterior water systems and sewage networks. Everywhere the construction of utilities and boilers lags behind the pace of housing construction. And for this reason we are unable to turn over scores of dwellings, although the need for housing is acute.

The time has come to pay serious attention to a concentration of personnel and equipment. At present on the Western Section, hundreds of projects are under construction but only a few units have been completed.

Integrated development of the permanent settlements has been repeatedly discussed at sessions of the executive committee of the oblast soviet. The deputies speaking at the sessions have mentioned this. And running as a constant refrain has been the notion that the settlements should have one organization in charge. According to the existing rules this can be the MPS. We have turned to the RSFSR Gosstroy with a request to take a decision on this question, but time is passing and there still are no decisions.

The BAM is rightly called the "construction project of the century." Life is raising problems here which have not been previously encountered in practice. And they must be solved efficiently and economically soundly. Here the construction industry has a great role to play. However in a number of instances its creation has been delayed. Significantly behind schedule is the construction of the Tayshet complex of building industry enterprises consisting of plants for reinforced concrete products and structural elements and shops producing haydite. The Mintransstroy will not decide where the brick plant is to be built. For several years the question was reviewed of building it in Ust'-Kut, and later a site was chosen at the Anzebinskiy deposit in Bratskiy Rayon. But the years passed and housing is built along the BAM exclusively of brick which has been transported in.

Neither world nor Soviet railroad construction has known such a pace of construction at which the BAM is being built. Both the laying of track and the preparation of the roadbed for permanent operation on the Western Section is ahead of schedule. The construction workers are doing everything so that in the near future freight will move across the second Transsiberian. And it is our common concern to make certain that by that time the problems which we had to discuss today will no longer exist.

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TRANSPORTATION

RURAL ROAD CONSTRUCTION REVIEWED

Moscow SEL'SKAYA ZHIZN' in Russian 23 Mar 79 p 1

[Article: "The Road to the Village"]

[Text] The road between the villages of Alenino and Berezhki in the Vladimir area was opened for use 2 months ahead of schedule. With the completion of construction of the road on the "Mayak" kolkhoz in Kharkovskaya Oblast, all farms here have been provided with a reliable link with the rayon and oblast centers. Thanks to the fact that the state farm "Zavet Ilicha" in Krasnoyarskiy Kray actively assisted the road workers, an asphalt highway will reach the center of the farm this year instead of at the end of the five-year plan, as was projected.

Hundreds of such facts provide convincing evidence that the 25th CPSU Congress' resolution calling for an expansion of the local highway network, with primary emphasis on agricultural regions, is being consistently implemented. The distance covered by hard-surfaced roads has almost doubled in the past 13 years. New impetus to accelerated road construction was given by the July 1978 CPSU Central Committee Plenum, during which comrade L. I. Brezhnev specially stressed that: "Further increases in agricultural production and improvement in the standard of living of the rural population are tied directly to the development of a highway network--a network as it were, of main vital arteries for the villages." The plenum tasked the USSR Gosplan and the councils of ministers of the union republics to see to it that road construction occupies its proper place in the plans for economic and social development and receives the necessary financial and material resources.

Overfulfillment of last year's road construction plans in the Novgorodskaya, Volgogradskaya, Voroshilovgradskaya and Sumskaya oblasts is evidence that the struggle to overcome the lack of good roads is taking on wider and wider proportions. Interkolkhoz construction organizations have been actively involved along with state organizations. For example, they opened 1,559 kilometers of highways for operation in the RSFSR last year. But there are still few good roads. Agricultural losses due to the lack of good roads are too high. It is, therefore, all the more important to overcome the deficits in this area in the shortest possible time.

The problem lies not only in that the state road construction plans are not met in many oblasts. Some workers on location seem to shirk away from difficulties instead of displaying persistence and initiative.

For example, 30 rayons in Sverdlovskaya Oblast have set up road construction headquarters headed by the leaders of the rayon soviet executive committees; they have formed composite road construction detachments, complete with equipment provided by local enterprises; they have concentrated this augmented force of road workers on the laying of the most important highways, in a struggle to overcome the arrears in this work. And in Saratovskaya, Gorkovskaya, Zhitomirskaya and other oblasts the direct involvement of party, council and agricultural organs in the mobilization of local resources for expansion of the road construction effort has facilitated an increase in its size. But, after all, devotion of resources from enterprises, organizations, kolkhozes and sovkhozes to road work is the law for everyone. Unfortunately, in the Komi ASSR, in Pskovskaya and some other oblasts very important reserves for further broadening the scope and improving the quality of road work are not being put to use effectively enough. In Ivanovskaya and Permskaya oblasts the interkolkhoz road construction organizations are slow to increase the scale of their activities.

The real difficulty in road construction is still an unsatisfactory supply of materials. The planning organizations are dutybound to fundamentally change their attitudes toward the needs of the road builders, especially as regards cement and bitumen. It is incumbent on them to actively work toward overcoming the shortages by accelerating the production of gravel and road metal and by improving shipment of these materials not only by rail but by water routes as well. And at the same time it is essential to totally eradicate the parasitical attitude of some managers who complain of supply shortages while poorly using local resources.

Quite recently the Kostroma road workers were also dependent only on materials shipped to them. It was worthwhile, however, to conduct a serious geological survey, for they found such a quantity of nonmetallic mineral materials that both crushed stone and gravel become surplus. In a short time the Tula area set up six industrial and 10 roadside quarries for the production of crushed stone. In Lipetskaya Oblast they learned to make wide use of waste materials from the metallurgical industry for road surfacing. It is important to disseminate this experience as widely as possible and to increase attention to applying technical achievements to road building.

The importance of such activities is especially great in connection with the necessity of steadily increasing the capital quality of both main highways and interkolkhoz roads. The editorial mail contains many signals that under the weight of modern equipment some recently laid roads are literally crumbling away or being washed away as if by a flood. Oversimplification in the approach to road construction in rural areas can in no way be justified. In this regard it is important to insure an improvement in the qualifications of personnel and in their responsibility for assigned duties. The ministries

for road construction and operation, their local organs and the party committees and council executive committees are dutybound to make each road worker aware of how important his role is in the struggle for development of the agrarian sector of the economy and elimination of the inequity between cities and villages. Every new highway and every permanent bridge that replaces a temporary one serve these high goals.

More active support is required to broaden the application to road work of the brigade contract and other valuable innovations and experiences of distinguished road workers. Widely known are the names of Heroes of Socialist Labor S. Ya. Banin, Volgogradskaya Oblast, and V. G. Gol'tsov, Altayskiy Kray; State Prize Laureate V. I. Shirokov, Volgogradskaya Oblast; autonomously financed brigade leaders N. I. Lukachev, Ul'yanovskaya Oblast, P. P. Yakovenko, Kemerovskaya Oblast, and many others. Party organizations are obliged to insure that as the road builders carry out the high responsibilities they have taken on for this year, the experience of the best of them becomes the common property of all. Overcoming the lack of good roads will make an important contribution to the further rise of agriculture and the resolution of the social problems of the contemporary village.

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CSO: 1823

BRIEFS

HIGHWAY BRIDGE CONSTRUCTION--Ust'-Ilimsk, Irkutskaya Oblast, 25 May 1979--An 8-meter highway bridge across the Angara River is being constructed here. The young city in the taiga is growing rapidly. The flow of goods from one bank of the river to the other is also increasing from day to day. That is why it was decided to build a second bridge alongside the existing crossing of the Angara River. Mostootryad-44, whose collective installed all the railroad trestles on the western section of the BAM [Baykal-Amur Mainline Railroad], is working at a shock pace at Ust'-Ilimsk. [Text] [Moscow PRAVDA in Russian 26 May 79 p 3] 6521

BRIDGE CONSTRUCTION--Ulan-Ude, 10 May 79--The Metal Bridge Structures Plant shipped the span structures for the future bridges across the Chara and Neryungri rivers in the region of the central section of the mainline and also across the Kama River at Berezniki and the 150-meter crossings of the Selenga River 10 days ahead of the deadline. This is one of the enterprises of the Buryatskaya ASSR where labor productivity increased by 6 percent compared to last year with a reduction of the number of workers. [Text] [Moscow PRAVDA in Russian 11 May 79 p 1] 6521

ZEYA RIVER NAVIGATION--Svobodnyy, Amurskaya Oblast--The motor ship whistles which sounded near the berths of the Svobodnyy River Port gave notice of the beginning of the 100th navigation season on the mighty Zeya River. The river is an important transport artery which has firmly linked the oblast center to the rapidly developing Arctic regions. New opportunities for the shipping company were opened up with formation of the artificial reservoir of the Zeyskaya GES in the upper reaches of the river -- the length of the navigable route now comprises almost 1,000 kilometers. Modern motor ships equipped with automatic control systems have come to replace the obsolete river launches during the past few years. [Text] [Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 15 May 79 p 2] 6521

RAILROAD CONSTRUCTION--Construction of the 40 kilometer railroad line along the Dnepr River from Kiev to Tripol'ye with subsequent lengthening of it to Mironovka has begun. With introduction of it, passenger trains of the Crimean, Caucasian and Dneprovsk lines will require approximately 1 hour less of travel time. At the same time, the Fastov terminal station will be relieved considerably. [Text] [Kiev PRAVDA UKRAINY in Russian 24 May 79 p 4] 6521

RAILROAD OPENING--The first railroad rolling stock delivered freight yesterday to enterprises and construction sites of Mendeleyevsk, the city of chemical workers. Traffic on the 90 kilometer section of the Agryz-Kruglove Pole line under construction was opened ahead of schedule. The new route, startup of which is planned for next year, will connect the Gor'kiy and Kuybyshev Railroads and will reduce the route from the Urals and Siberia to KamAZ [Kama Automotive Plant] by hundreds of kilometers. [Text] [Moscow MOSKOVSKAYA PRAVDA in Russian 31 May 79 p 2] 6521

LOCOMOTIVE TESTING--Before being sent for railroad tests, the new diesel locomotive had to complete a "trip" on a rheostat stand for 24 hours, consuming 8 tons of fuel. The locomotive can now be adjusted without starting the diesel. An electronic regulator developed by innovators of the Voroshilovgrad Diesel Locomotive Building Plant imeni Oktyabr'skoy Revolyutsii, has taken on itself monitoring the accuracy of the equipment of the technical circuits. The characteristics of all the main subassemblies, which are read and transferred to a plotting board, are lit up on a scale. The saving of fuel, time and labor expenditures and innovation also eliminates atmospheric pollution by exhaust gases and vibration, which the fitters-testers are constantly subjected to. Specialists feel that the regulator may also be used in adjusting excavators, hoisting cranes, powerful trucks and other equipment outfitted with a transmission having a diesel generator plant. [Text] [Kiev RABOCHAYA GAZETA in Russian 12 Jun 79 p 1] 6521

HEAVY FREIGHT TRAINS--The engineers of the locomotive depots of the Omsk and Moskovsk stations have begun to practice transport of lengthened and heavy rolling stock. The ordinary average norm of train loading -- 3,500 tons -- has been almost doubled in the heavy trains. Tens of heavy and lengthened trains in which additional thousands of tons of freight have been transported have already been operated on sections of the Omsk division of the railroad. [Text] [Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 17 May 74 p 1] 6521

RR BRIDGE BUILT--The experienced bridge builders from detachment No. 80 of Mostostroy-11 trust have successfully overcome the 100th water crossing since the beginning of construction of the Surgut-Urengoy Northern Mainline Railroad. The new bridge crossing was constructed on the 322 kilometer of the route, the steel rails of which proceed to the Arctic Circle in the region of extensive Siberian gas. The farther north toward Urengoy, the more water barriers and obstacles remain on the route. They occur at almost every kilometer on the northern arm of the railroad under construction. The builders must erect an additional tens of bridges across the large and small rivers of the Arctic within a short deadline. [Text] [Moscow IZVESTIYA in Russian 28 Apr 79 p 1] 6521

EXPRESSWAY CONSTRUCTION--Specialists have calculated that the automobile fleet of the capital will exceed 1 million in the future and that the total daily mileage of automobiles will comprise approximately 50 million kilometers by 1990. Construction of high speed routes will help to cope with

this transport flow. Investigations of workers of NIIiPI [expansion unknown] of Moscow General Planning showed that streets which surround the center of the city at a distance of 4 to 8 kilometers from it are the most heavily loaded. This was how the route of the intracity ring main highway was found. It is already under construction and will considerably relieve the Sadovoye Ring and the center of transport traffic. The directions of four chord high speed roads outside Moscow were also determined -- these are those which change to motor vehicle routes of general state significance which connect the capital to Leningrad, Kiev, Minsk, Riga, Khar'kov, Volgograd and other cities. [Text] [Kiev PRAVDA UKRAINY in Russian 28 Apr 79 p 4] 6521

RAIL CAR PRODUCTION--Dnepropetrovsk--Serial production of rail cars with capacity of 102 tons has begun at the Plant imeni Gazeta PRAVDA. They are intended to transport wastes of the rolled steel industry and also for blooms and slabs in the hot state. The first of these rail cars have been shipped to the rollers of the metallurgical plants of the Ukraine. A total of 400 rail cars of greater capacity will be produced this year for the metallurgical plants of the country. [Text] [Moscow IZVESTIYA in Russian 27 Apr 79 p 1] 6521

PASSENGER TRAFFIC--Tallin--The "Chayka" passenger train, which was driven by engineer L. Uemyae and his assistant Ya.-I. Alliksaar, left the Baltiysk Station at 6 hours 32 minutes for Minsk. The train arrived in the capital of Belorussia late in the evening. The trip was completed on fuel saved by the railroad workers of Estonia. [Text] [Moscow PRAVDA in Russian 22 Arp 79 p 2] 6521

AUTOMOTIVE SERVICE--A new service station of Mostransagenstvo [expansion unknown] has opened at Izmaylov on Third Parkovaya ulitsa 39. It is designed to service automobiles. Orders are taken here for repair of automobile tires of all makes of compact domestic vehicles. Automobile owners who have turned over their tires with worn treads will receive them in repaired condition within 1 month. [Text] [Moscow MOSKOVSKAYA PRAVDA in Russian 1 May 79 p 2] 6521

AUTO SERVICE CENTER--The main general construction work has been completed in construction of the special automobile center of the AvtoVAZ Association, which was erected in Dushanbe at the end of Ulitsa imeni Neqmat Karabayev. The new automobile center will become the republic's largest automobile service enterprise. A total of 13,000 Zhiguli automobiles can be "restored to health" here annually. Centralized sale of spare parts has been organized and guaranteed repair of vehicles will be carried out. It is also planned to concentrate sales of Zhiguli automobiles at the enterprise. The VAZ automotive center will be a highly mechanized enterprise outfitted with equipment of domestic production and a number of foreign companies. The designers provide maximum conveniences both for the automotive center workers and for the owners of Zhiguli vehicles, who will make use of the services of the enterprise. It is planned to introduce the new automotive service center into operation by the end of the year. [Text] [Dushanbe KOMMUNIST TADZHIKISTANA in Russian 10 Mar 79 p 2] 6521

RAILROAD BRIDGE CONSTRUCTION--Suluk--Installation of the railroad bridge across the mountainous Gerbi River has been completed. The new crossing has opened the route to Gerbi -- the last station of the eastern section of BAM [Baykal-Amur Mainline Railroad] not connected by rails. Eleven bridges had to be erected on this section. Ten of them have already become operational. The last, 200-meter crossing of the Talidzhak river is ahead. The builders have pledged to pass the work train over it on 15 May -- 2 weeks ahead of the deadline. [Text] [Moscow MOSKOVSKAYA PRAVDA in Russian 24 Mar 79 p 1] 6521

RAILROAD CONSTRUCTION--A train has arrived at Gerbi. A track layer arrived yesterday at Gerbi -- the final station of the eastern section of the BAM [Baykal-Amur Mainline Railroad]. The work train delivered construction materials and equipment right behind it. V. Kazhdanin's brigade of rail layers received the honor of driving the "silver" spike into the roadbed of the station. The builders decided in June to close the Far Eastern ring -- to connect the eastern section of the BAM to the Transsiberian Railroad. This will occur almost 1.5 years ahead of the deadline. [Text] [Moscow PRAVDA in Russian 7 Apr 79 p 2] 6521

ELECTRIC ENERGY ECONOMY--Ulan-Ude, 8 Mar 79--The competition to economize on electric energy has acquired a special mass character during the past few years among the engineers of the Ulan-Ude section of the East Siberian Railroad. And when they began to compile the working schedule of the "red subbota" at the locomotive depot, among the other reserves was primarily named the following: all freight and passenger trains can travel on the Transbaykal Section of the Transsiberian Railroad on economized electricity on 21 April. Since the beginning of the five-year plan, the railroad workers have managed to save 12 million kilowatt-hours of electric power. This is sufficient for the run of 1,000 block trains. The brigade of young engineer V. Petrishchev, which, distinguishing itself by class driving, supplemented the electrical "moneybox" with savings on the account of the thousandth train, was also among the participants of the communist subbotnik. [Text] [Moscow PRAVDA in Russian 9 Mar 79 p 1] 6521

FISHING ACTIVITY--8 Mar 79--The crew of the large autonomous trawler "Kapitan Maklakov" was one of the first in the fishing industry in the Murmansk trawling fleet to support the initiative of the Moscow workers, who decided to carry out a communist subbotnik in honor of the 109th anniversary of V. I. Lenin's birth. The ship will operate on economized fuel on 21 April. On this day the trawler fishermen will ship tens of quintals of high quality food products above the scheduled task. [Text] [Moscow PRAVDA in Russian 9 Mar 79 p 1] 6521

FUEL ECONOMY--The collective of the Latvian Republic Production Association is constantly implementing reserves for efficient and rational use of fuel and lubricating materials. To transport as many passengers and national economic goods as possible with minimum expenditure of aviation fuel is the rule that guides the crews. New successes were achieved during the first months of 1979. For example, 257 tons of aviation kerosene and 49 tons of

gasoline were saved in February compared to the limits. The flight collective headed by commander V. Abramov leads the competition for fuel economy. The best results are among the crews where the commanders are meritorious pilot of the USSR M. Matyushin and B. Kuligin. The competition with the subdivision of Tu-134 aircraft of the Leningrad Enterprise plays an important role, say the Riga aviators, and the challenge banner for economizing on fuel and lubricating materials was awarded to them for their results during the fourth quarter. Let us attempt that it remain in Riga even longer. [Text] [Moscow VOZDUSHNYY TRANSPORT in Russian 20 Mar 79 p 2] 6521

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31 Aug 1979

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